

June 4: Vote smart or feel stupid later

CYCLE NEWS

WEST

Volume XI : Number 21 : June 4, 1974 **50¢**



**500 mile double national
28th Annual Greenhorn Enduro**

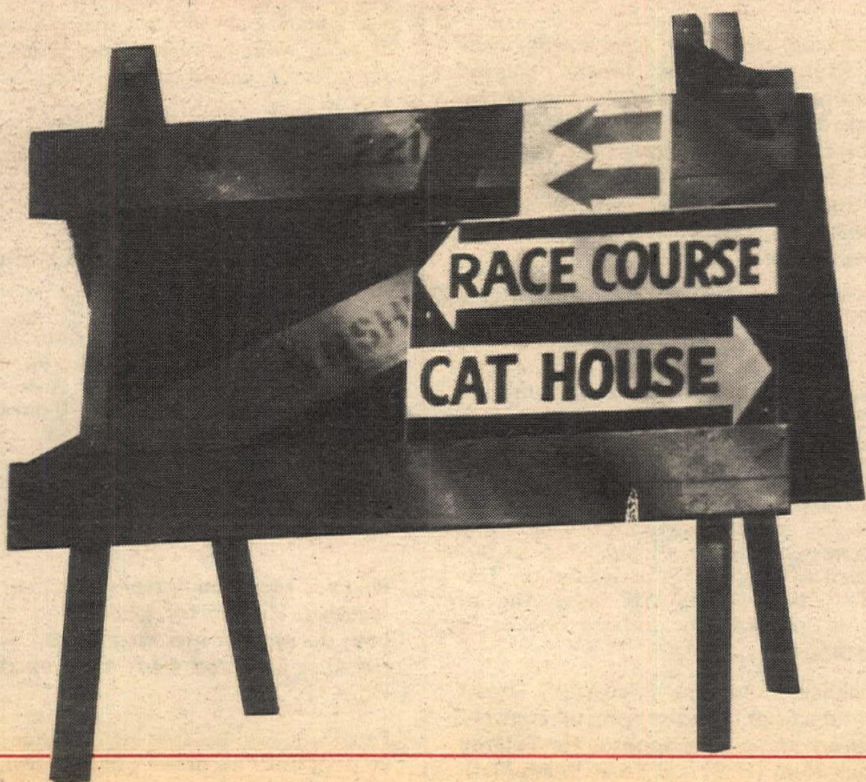
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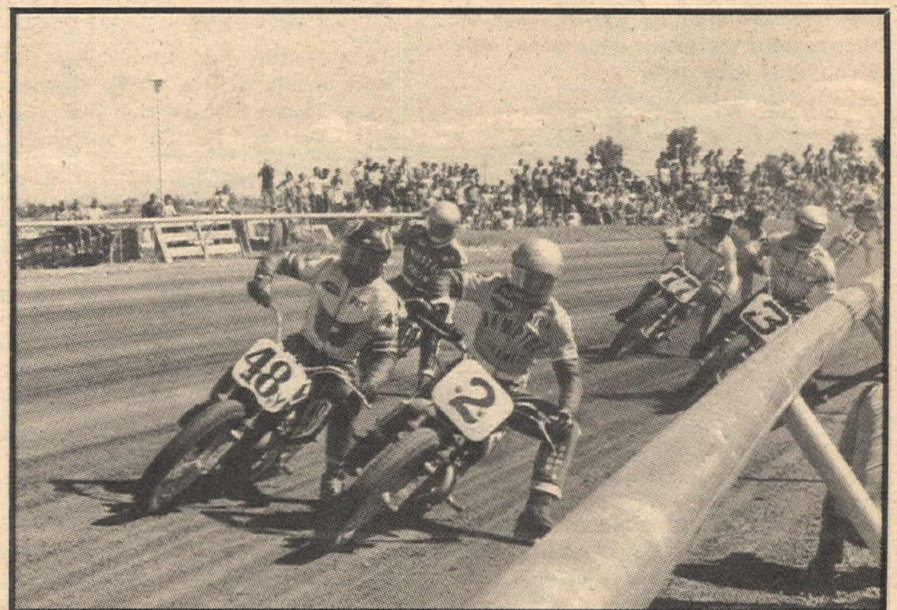
**Two-stroke ...
Harley-Davidson!!?**

175 and made in USA

**Virgin racing:
Nevada, Mojave,
and... Whatsername**



**Good ol' half-mile:
AMA National in Colorado**



NEWSPAPER

SUPERBOWL OF MOTOCROSS on June 22 is going WFO to make it SRO. They're offering 100 buses to transport 5,000 fans to the L.A. Coliseum and promoting to the tune of \$257,000. 38,808 attended last year and they look for over 45,000 just to break even. Well, there'll be at least 60 high school racers if that helps any.

A 1200-acre membership cycle park has opened at Knob Hill Ranch near Pescadero, Ca., about 20 miles south of San Francisco. The park has a wide variety of scenic terrain, some prepared tracks for racers, and facilities for meetings, camping, and picnicking. For more info on memberships, write P.O. Box 540, Pescadero, Ca. or call (415) 355-7111.

Saw a foreman on a construction job last week riding around the work area on a Hodaka 100B. Somehow, the little trailbike looked right at home amidst the dirt and bulldozers.

The two American sidehack teams of Monohan/Ransden and Bell/Ridyard, after racing their first motocross in Belgium, commented that the Belgian track "wasn't like Saddleback." They also said that their bikes weren't set up for such rough tracks — and neither were they. Monohan's Honda Wasp finished 18th in the first moto for best (and only) finish by an American sidecar.

Both Brad (Lackey) and Jim (Pomeroy) got friendly motocross "CARE" packages from JT Racing during their last swing through Belgium. The goodies included swell USA colors jerseys, matching socks and, much to their delight and relief, the little green squeeze doughnut to exercise your hands and forearms. Brad thought it was some kind of a piggy bank as he tried to hold a Belgian franc in it and Jim has undoubtedly been lusting for one ever since last year when he quizzically watched John Huettner turning red in the face while counting silently to a 100, and asked, "What in the world are you doing that for?" Now his dreams have come true. Maybe he can even get good enough to be an international motocrosser...or green doughnut squeezer.

A coalition of all the off road vehicle and outdoor recreation groups in California is in the works. Their object? Beat the conservationists.

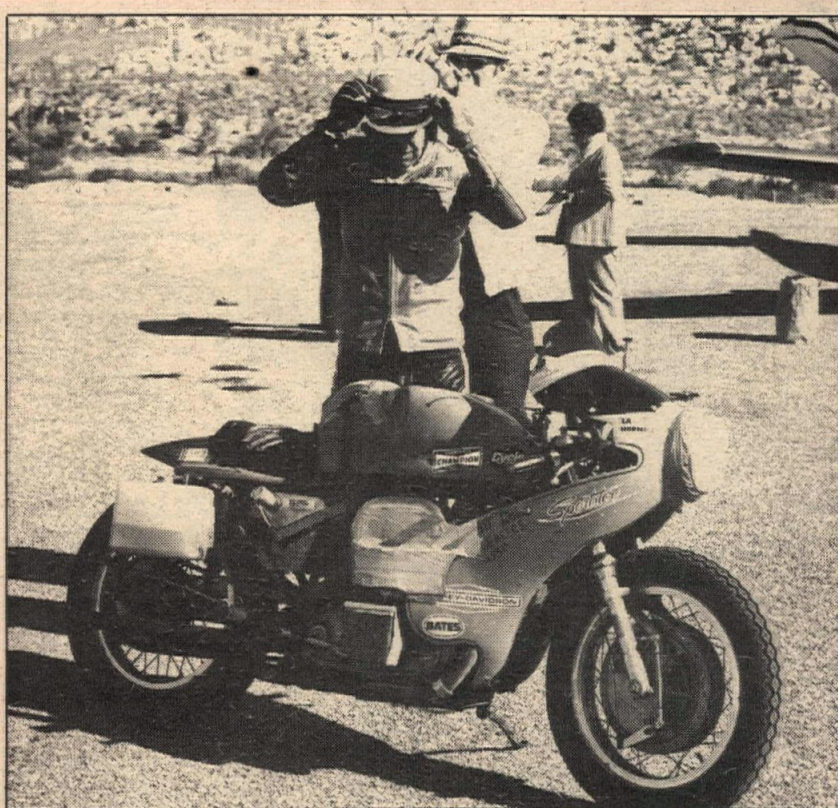
Papa got a letter the other day from C.B. "Conie" Robertson, candidate for Governor of California in the Democratic primary, June 4th. He is trying to build a constituency of motorcyclists, sports/racing car people, gun enthusiasts, and any other activity group facing repressive legislation. If that means something to you, look up his name on the ballot next week. You are going to vote, aren't you?

If you ride the Kern Plateau/Kennedy Meadows area of the Sequoia National Forest in California, you should write and let the Forest Service know your needs in that area. When they had a public land use meeting in Bakersfield May 15, only one biker showed up. Sierra Clubbers and the pack train operators who want to throw bikes out will be there. Address your comments to: Kern Plateau Planning Unit, Sequoia Nat'l. Forest, 900 W. Grand Avenue, Porterville, CA 93257.

If you ride the Hume Lake area of Sequoia National Forest in California, you'll want to attend public land use meetings scheduled for Miramonte, May 30, Visalia June 3, and Fresno June 6. Check the Calendar section for exact time and place so you can be there in significant numbers this time.

Did you know that Idaho has one of the highest per-capita ratios of motorcyclists to general population? The Idaho Motorcycle Dealers Assoc. reports 80,000 riders, and that's a lot of bikers. Even the governor rides.

THE LATEST POOP BY PAPA WEALEY



Larry Bornhurst, who has retired the Baja solo run off-road record at 25 hours flat, decided to see if he could better his time by riding on the newly completed road. The SoCal Harley Dealers Assn. sponsored the effort. (Bob Laidlaw and Dennis Porter acted as fix-it crew.) and Larry made it from Tijuana to LaPaz in 11 hrs. 50 min. on this Baja cafe racer (rancho racer?) Sportster. He used very cold spark plugs and carried 9.5 gallons of gas at a time.

Terry Dorsch and his tuner, Ron Bonner were involved in a traffic accident en route to the Denver Half Mile. Bonner was killed and Dorsch was injured.

Someday, says one of our excellent un-named sources, someone in the AMA is actually going to heed the voices in the wind complaining of motocrossers burning "fuel" in their bikes. Additives like nitro methane may be found if someone pulls a check on the line just before the one minute sign. How does it feel to know your heroes cheat.

Don't forget to watch "Bad Rock," 9:30 p.m. Sunday, June 2 on Los Angeles Channel 11. It is the best film we've seen since "On Any Sunday."

The Placentia Yamaha team of McCreary/Cooley/Clark actually was first 350 Pro in the AFM 300 Road Race May 12. Scoring errors had them listed as second the first time around. Next year we hope AFM has less problems scoring.

Bell Helmets, Inc. has bought Torque Engineering, manufacturers of Whispering Smith exhaust systems.

Climaxing a 13-year legal battle, New Jersey legislature finally granted motorcycles the right to use the Garden State Parkway, admitting the fact that cycles should never have been barred in the first place. They do things kinda' strange out there in the industrial sinks. For motorcycle activists in Jersey, it's a sweet victory.

Harley-Davidson is spending over 5½ million dollars in their Milwaukee plant to meet increased demand for the big twins. AMF's recreational vehicle first quarter earnings jumped \$36 million over last year.

One reader of CN got a ticket for riding in a vacant lot. Cost him \$61. Ouch!

All you smokers, switch to Camel Filter Cigarettes. They just pledged a \$1,000 award for the first American in the July 14 Carlsbad, Calif. GP MX. And he doesn't have to be puffing one as he takes the flag, either.

Lockhart Industries, "America's largest manufacturer of motorcycle oil coolers," signed up as team sponsor for Tommy Rockwood (H-D) and Eddie Wirth (Tri). Sal Acosta will tune.

Cycle News got nicked some \$5,000 by the U.S. Post Office for having too many "unauthorized" people on our complimentary mailing list. People like sports editors, government officials, relatives, schools and libraries, etc. So if you get cut off our comp list, that's why. Other publications, look out. Postal inspectors are checking back three years.

Prestidge Unlimited is coming to L.A. town, seismographers please note the tremors. Pattie Prestidge, formerly of San Francisco aims to represent pro racers professionally from 6430 Sunset Blvd. (213) 469-1121.

Tyran Number Two will be available in dealer stores June 1, for \$960, including an E.C. Birt secret pipe and porting specifications for three stages.

Wanna put your name on a World Record? Doral Eckhardt is needing a sponsor for his AAG-350 Yamaha built to attack the 117 MPH class record at Bonneville. He swears the thing went 152 at El Mirage. Doral's at (213) 531-1645.

"Relatively easy, interesting but not challenging family course" is promised by the Conejo Trail Riders as half of their 4th of July Firecracker double enduro over new country in the Lucerne Valley. Proceeds go to M.O.R.E.

WHAT HAVE WE DONE? High School motocross is out of control. Two, three, four, five, even six races per week are now commonplace. We couldn't cover them all if we tried. Knowing that, we won't. Summertime, gas it!

Town and Country Suzuki in Fullerton, California lets each bike buyer grab a paw full of silver dollars from a big bowlful they keep on the parts counter.

Butch Baggs (27) broke his neck in five places at Valley Cycle Park May 19 and is unable to move anything below his neck. Send cards and letters to him c/o Cycle News. The new AMA fence sure is effective...

The Citizens Council on Motorcycles from Contra Costa County in California advises bikers to vote for George Miller for Congress June 4. Miller is an attorney, a biker and very aware of complications of no fault insurance and land use bills. He worked as State Senator George Moscone's legislative aide and lawyer for five years.

On the Saturday morning before the Monday the Greenhorn start number drawing was held, a small boy ran through the Pasadena Fire Department headquarters yelling "I know what number Steffan's on, I know what number Steffan's on." Funny thing is, he said number two. Funnier still, Steffan drew number two. The little kid also knew ahead of the "honest" drawing what numbers Greg Ekins and Jerry Hoffer would be on.

Road Atlanta next week will be the first U.S. outing of the new Harley-Davidson Italian 250s, piloted by Gary Scott and Mark Brelsford.

Applications for 1975 AMA National Championships are now open.

Saddleback Park is really serious about racers and spectators cleaning up their act in the pits. One pro racer was suspended from the park for 30 days for throwing a beer can at somebody which meant he missed the CMC \$2000 race last Monday. Besides trashing any kind of professional image, that's expensive shenanigans.

Whereas road racing really has their act together. Hooray for road racing. Yeah, boy, do we ever love road racing. Road racing is neat and a lot more exciting. Road ra...

Papa will not be able to continue this column until his broken fingers heal. No applause, please.

YOU'VE GOT A LOT RIDING ON US.

June 4, 1974 **CYCLE NEWS**



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WEINERT TOPS YAMAHA GOLD CUP

Jim Weinert plowed through sprocket-deep mud. Monsoon rains. And some of the stiffest competition anywhere to capture Hamersville...and second place in the national open class standings.

His bike? Kawasaki's 450cc motocrosser.

The same kind of race engineered, race proven motorcycles available at your Kawasaki dealer. Bikes like the Kawasaki KX-125, KX-250, and KX-450. Good times motocrossers Jim Weinert helped develop for you. See your Kawasaki dealer.

Kawasaki

Lets the good times roll

Kawasaki suggests you wear a helmet, eye protection, and proper clothing in the dirt or on the street.



Yes on One

The California Council of AMA Districts recommends a YES vote on state Proposition One, the Parks and Recreation Bond Issue.

As noted in Ron Schneiders' article in a recent Cycle News, there is considerable opportunity for us in the development of motorcycle trails throughout the state in conjunction with the state Parks and Recreation program. But it takes money and a plan. So first we have to pass the bond issue.

CHARLES BLOOMER, JR.
Secretary
Calif. Council of AMA Dist.

Green Stickle insurance ramifications

Sorry about that — in drafting the off-highway vehicle legislation, the authors were very careful to refer to the program as one of identification, not registration. There was believed to be a difference.

I now have word from DMV and CHP that they must really be the same thing. Owners would be wise to check with their insurance agent or attorney on whether their bike is covered.

RONALD D. RAWLINGS, Supervisor
Off-Highway Vehicle Program
Sacramento, Calif.

Pit racers out of hand

The last CMC race at Rawhide Park was out of hand.

As a spectator, I found it hard to concentrate on the race for fear of literally being run over by sight seeing cyclists. In one instance two young boys crossed the track on a small motorcycle and nearly got zapped by a participant in the race. Upon reaching the top of the hill they didn't look and ran right into me. What happened to the "No Pit Riding" rule?

A flagman was too busy talking in another case when an accident happened outside the mudhole and didn't see it for several seconds. This could have led to the injury of the rider.

The race started late, leaving many upset. They left early. What's the use of racing if there's no competition?

This day left me very angry. If we'd give a little attention to the great guys who bust their butts to win out there and less on seeing how fast we can ride from one pit to another, I feel the Sundays we spend together would be much more enjoyable.

MS. VENITA BRAGG
La Verne, Calif.

Honda CB550/Yamaha TX500A Test

Couldn't agree more with all the statements in the CB550/TX500A meet out. Your observations about each bike's peculiarities seem to fit well with my experience.

Only problem: last time I rode a CB550 I fell asleep and almost smashed into a Winchell's Donut Shop. The motorcycle couldn't produce enough excitement to keep me awake. To the other extreme, the last time I rode a TX500A I found myself in a tremendous speed wobble at something like 80 MPH (no particular criticism of the bike) and almost rear-ended a Jaguar that couldn't produce adequate speed in the corner.

Conclusion: if I were going to ride a street bike, which I have decided would not be healthy for such a prolific crasher as myself (once is enough), I would rather ride the one that causes me a small amount of excitement if not more. Life is, after all, only an ongoing experience of receiving and dealing with stimulus. Without stimulus it ain't much.

Point: truth is in the eye of the beholder and he went out to lunch.

Reader of every sixth issue
Publisher Management Corp.
Canoga Park, Calif.

Funny. Fred Walti didn't seem bored when he road raced a Honda before he got his Z-1. . .Ed.

VOICES OF THE WEST

CMC Conspiracy

I've been hearing that you're taking local news out of your paper. That's too bad, because some people want to hear about what's going on here and about themselves.

If you decide to go local I'll renew my subscription and my friends will do the same.

BILL LANKFORD
538 CMC

As anyone who reads the paper can see, Cycle News isn't "taking local news out." Recent mailings from the CMC gives the impression that they are paying us for coverage of their races and not getting any. Not true. Quite the contrary, we pay correspondents to cover local events. The truth is, there are more local races now than we can handle every week in the paper. So we have to rotate the coverage in order not to leave anyone out completely.

We will be adding eight more pages to our normal-size paper (up to 56 from 48) to try and crowd in more local news. . .CC.

A personal prejudice . . .

What do you have against road racing? Motocross may have more participants but road racing is more exciting (a personal prejudice, true.)

BARBARA ZENK
WILL SOLIS
Cardiff, Calif.

Readers, what do you think we should answer? . . . Ed.

They think not

We are writing this letter in protest to the biased comparison test appearing in your May 14th issue. The Yamaha TX500A suffers mostly from lack of proper testing by your staffers.

This article was highly inaccurate and slanted. The test would lead you to believe that to ride this motorcycle you would have to be a rodeo star to keep up with its bucking, a roadracer to get it through a turn and a magician to stop it. Also it would help to have a degree in engineering to check the oil.

Is it possible that Yamaha, world's champion at just about everything could build such a machine? We think not.

HAROLD OLSON
MARVIN WINE
PAUL SIMON
TERRY JUDD
T & O Yamaha
Lomita, Calif.

Yamaha built the TX750, too. . .Ed.

What's the joke?

Why did you compare the twin to the four — what's the joke? Honda's 450 twin has been around for a long time and it is nearly identical to the TX500 in basic configuration. A test between these two would have been a lot fairer.

I have read a few road tests in my

career, but never anything like the disaster that you put into print. Do you realize that some people actually believe what they read? Also, some of these people buy motorcycles! They compare and scrutinize before they lay out their hard earned money. Your road test of the Yamaha 500 presents this picture:

- * Ill handling
- * No power
- * Hazardous brakes
- * A dangerous bike to ride
- * A real piece of manure

I find it very hard to believe that you people, who are supposed to be authorities on bikes, could find the TX500A so appalling.

Never have I seen, in any publication one particular motorcycle scorned the way you have put down the TX500A.

If the Yamaha motorcycle handled as poorly as you found it to, how did they become world champions?

DAVID J. DUNN
Lomita, Calif.

The TX500A and CB550 are aimed at and sold in the same size and price market. Cycle Guide once knocked the TX650. The results included an investigation by the U.S. Department of Transportation and a total re-design of applicable parts of the motorcycle by Yamaha. The TX500A we tested never won Yamaha a championship. . .Ed.

Hats off to Foxes!

I would like to thank the Desert Foxes MC for the manner in which they so graciously received the members of the National Advisory Board to the Bureau of Land Management at their Hare Scrambles on Sunday, May 19, 1974.

The club members are to be highly commended for the outstanding public relations that they went out of their way to achieve to show the Board that use of the Mojave Desert is a legitimate recreational use of the public lands.

A special "vote of thanks" to George Kirker and Jay Ganong who accompanied the group on the buses to the site of the race. Hats off to the Desert Foxes MC for a job well done!

MIKE HINSHAW
Western Regional Manager
American Motorcycle Assoc.

Two

I would like to correct you on the Parker race. There were two 125cc motorcycle entries. Preston Petty broke on the second lap.

CURT SKINNER

Oh

I do not want to renew my subscription to Cycle News.

RON BLANTON
La Mirada, Calif.

Write!

Address all letters to Voices of the West, c/o Cycle News West. Be as brief as possible. We reserve the right to edit letters due to space limitations.

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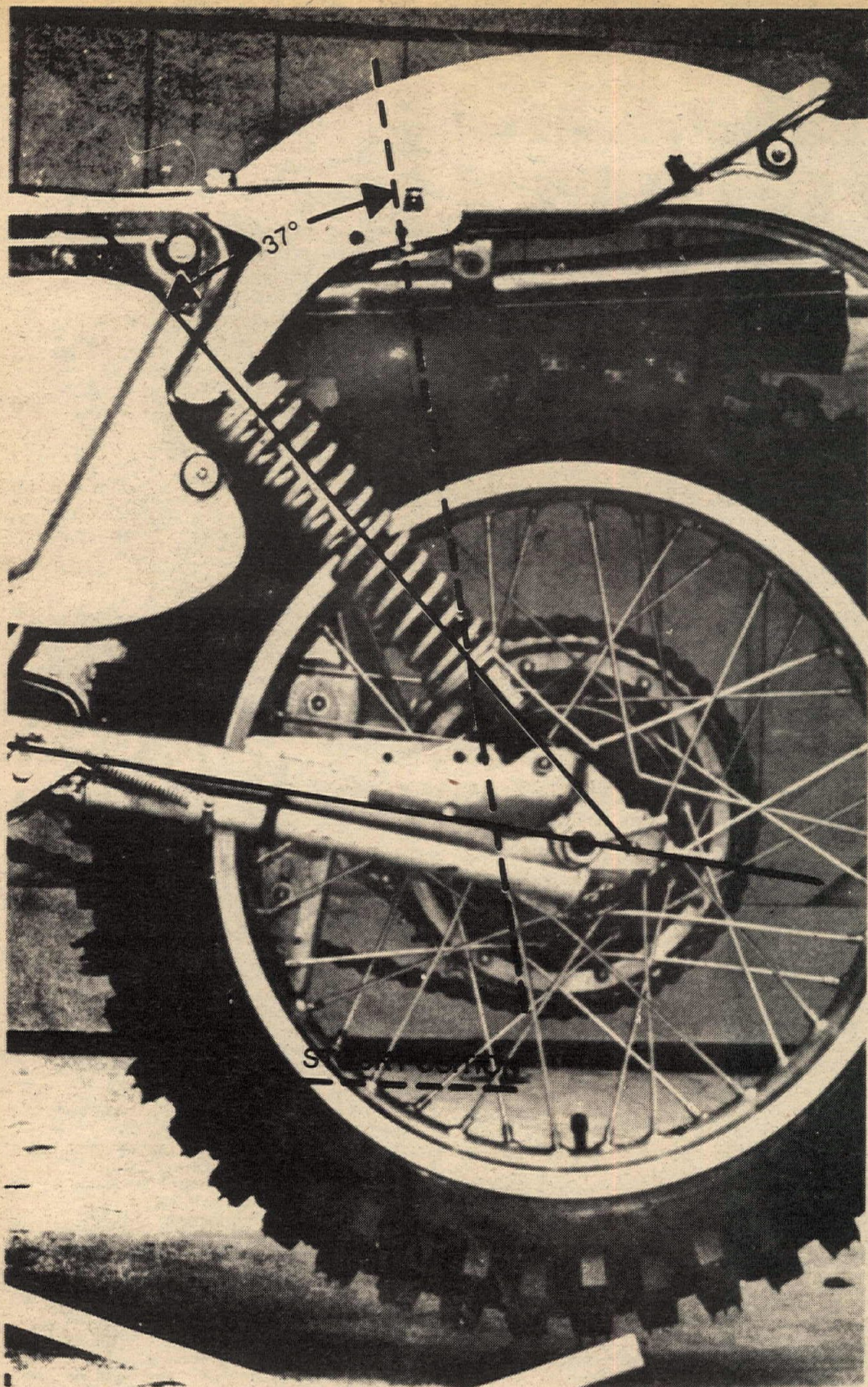
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FORWARD MOUNT!

Increasing rear wheel travel for better handling is a relatively easy modification to most motorcycles. There are a few things to keep in mind when you start a project like this. One is to make sure that the rear wheel travel is 1" less than the front fork travel. Another point is the reinforcing that must be added to the swing arm. Cover your bets by drilling extra mounting holes on the swing arm mounting pad and frame gusset. This will give you plenty of room for experimentation. While making the modifications for forward mounted shocks is easy, choosing a shock that will work is something else! Note the difference in angle between the stock mounting position and the forward mounts. The shocks have to work harder and quicker. Reducing the degree of angle between the swing arm pivot and the upper shock mount puts a tremendous work load on the shocks. You can sink a fortune into various kinds of shock fluids, springs and shock bodies before you find the right combination that will hold up under competition. Or you can use gas-filled shocks like the factory teams have and spend your time racing instead of experimenting!



HANDLING'S A GAS WITH BILSTEIN SHOCKS

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Travel: 90 mm (3.6")
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Sold in pairs only,
 complete with springs

Once the exclusive property of the factory racing teams, Bilstein gas-filled motorcycle shocks are now available to everyone! The secret to the excellent rebounding qualities is the gas pressure chamber. Filled with nitrogen gas compressed to 25 times the atmospheric pressure, Bilstein shocks eliminate oil foaming and cavitation for super handling. Unlike some shocks that require extra cooling chambers, Bilstein's Monotube construction allows particularly good heat dissipation, even after a 45 minute moto . . . Bilstein gas filled shocks are used on the major factory works bikes in Europe . . . Stock mount or forward mount, Bilstein shocks work. Bolt on a set of proven winners.



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Greenhorn Enduro: Not for the "average rider" or the National Championship

By Ron Schneiders

Photos by John Ulrich

PASADENA, CAL., MAY 25-26

The Greenhorn Enduro has always been a mass of contradictions and this year was as usual. The contradictions began with the

advertising: "A 500-mile National Championship Enduro" coupled with "...remember our slogan, A scenic ride for the average rider." Since scenic rides for average riders don't constitute National Championship enduros and vice versa, the slogan must be Pasadena Motorcycle Club's little joke.

The instructions added more confusion. Way back in Greenhorn antiquity, someone made up a route sheet in which the speed average for any given section was on the line above that instruction. The P.M.C. has preserved the tradition. You can figure it out, but line hopping for each instruction for three solid pages is a bit of a drag. Then there was a 24-mile error near the bottom of page one. You could figure that one out too, if you puzzled long enough and made the right assumptions about which was the error and which was straight.

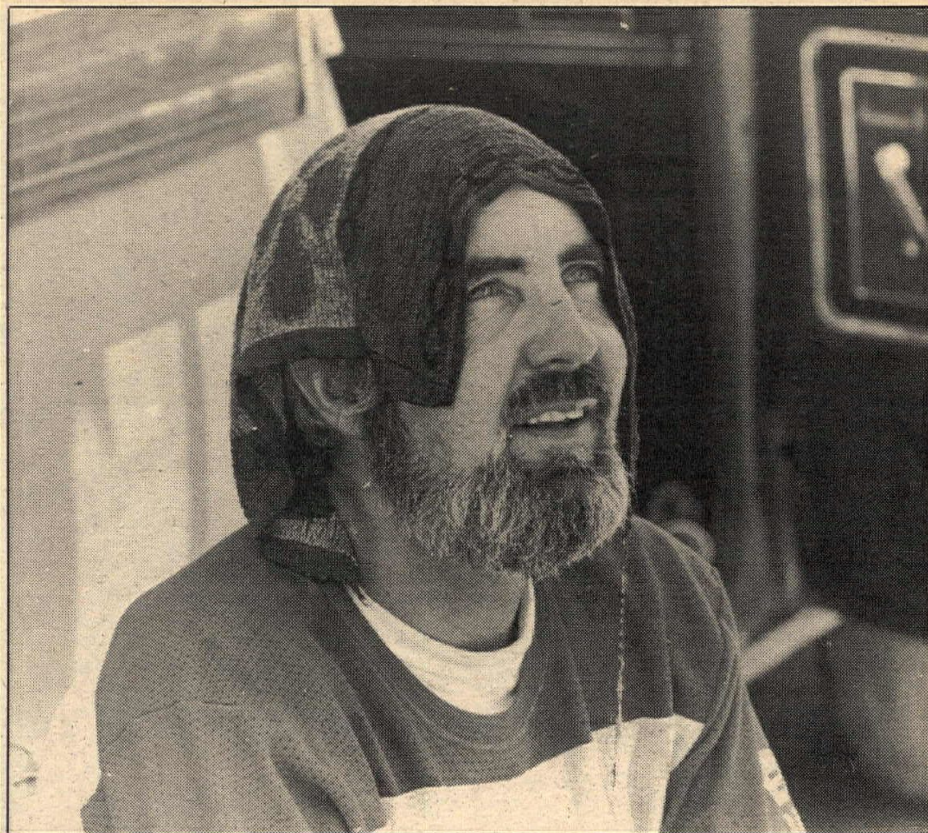
The first serious error came with the instruction, "We have designated an emergency gas stop on Lone Pine Canyon Road for people unable to go

to start. If you arrived at the starting area a mere hour before your starting time, you were just out of luck.

The Pasadena club has been criticized in years past for its starting number allotment procedures. They avoided the possibility of such criticism this year by having a secret drawing, two days in advance of the advertised drawing day.

This year's Greenhorn started from the parking lot of the John Muir High School. Starting in the middle of town, so to speak, is one of the neat things about Greenhorn. You could actually ride your bike to the starting area. It preserves some of the feeling of what enduros were like some years ago, reliability trials for production machines.

We didn't stay in town very long. Almost before you realized it, you were shunted onto an older road heading for the Angeles Crest. Slippery dirt, off-camber fireroads were the rule for the next 50 or so miles into the desert, a good ride with realistic schedules. There were supposed to be two secret checks in the section and the gas check. The secret checks never materialized because



Bob Steffan, likely Sweepstakes winner in the Greenhorn pick-a-winner lottery.

gassed, rather than when they arrived. This created a bit of hard feeling. By the time I arrived he was checking riders whenever they wanted to be checked. Several planned to protest that check.

From Pearblossom we rode parallel to the mountains on the desert side for awhile, then back into the mountains toward Wrightwood, the emergency gas check for those who "couldn't make 63 miles." Fortunately, I guessed right on that one and had gas waiting. Shortly thereafter there was another check tucked in behind a curve, but

sun of early afternoon was agony. As we progressed through the section there were more and more riders flaked out, blocking the trails and making life physically and psychologically difficult for those who wanted to continue. There was broken machinery all over the place as tired riders looped their bikes, or smashed their engine cases against the gigantic boulders. Finally at the end there was a real glut of riders whose bikes were completely blocking all forward motion. For long minutes we waited in line, only a hairline separating



Most of the course consisted of relatively smooth high-speed fireroad. Averages tended to be unrealistically high or low.

63 miles on basically hard roads." Their "basically hard roads" included a 2.6 mile section of nothing but large-size boulders to be ridden at 3 MPH. In other words, 52 minutes of engine running time to cover about three of the 63 miles. Most riders who took this instruction seriously ran out of gas.

The first emergency gas stop was on top of the mountain near Mill Creek Summit. Pit crews were told specifically not to go there, that the club would haul gas out there. What they didn't say was that the gas truck would leave over three hours before some riders were due

the checkers didn't get there in time, and most of the riders missed the gas check because in order to get to it you had to make a left turn at a fork in the road. The course, however, went to the right. A guy sitting in a chair would tell you where the gas was if you asked him, but if you didn't, forget it.

The first secret check was in Pearblossom, and for some riders it was really secret. The checker was sitting in his car eating his lunch when the riders came in and they had to go looking for him. Then he started checking people out of the check — after they had



Many riders dropped out at the Saturday morning rocky bottleneck. Most didn't regret it.

unfortunately it was either in the wrong place by a few tenths or they started the cards wrong. It rather pains me to report that because it was the only check I officially zeroed all day!

We rode some fine fireroads after that until we were so close we could almost smell Cajon Pass, the lunch stop. Olfactory appearances, however, are often deceiving. We were routed into that three MPH section I mentioned earlier. The section at the beginning was rocky, but three MPH was ridiculously slow and you had to stop and wait every tenth of a mile. Waiting in the blistering

the beaten from the unbeaten. I was sitting there like many of the rest, helmet off and so hot I was dizzy, blocking the trail, when somebody who knew me came along and hollered at me to move. I looked at the trail ahead, blocked with riders and rocks, and said, "Where do you want me to go?"

The guy said, "I don't know, but I just saw Hawley Slayton get through. If that skinny expletive deleted can make it, so can we!" That struck me funny. Hawley is running pretty high up in the enduro championship race and he could get through an awful lot of places. I

wouldn't even try, but the incongruity of the guy's screwy logic revived me enough to try, and by God, we did get through.

There was a check at the end of the canyon which was supposed to be at 2.6 miles but was actually 2.2 miles, a minor error of only eight minutes. That check will probably be thrown out, along with the other, leaving a grand total of no legitimate checks in the first 120 miles.

Shortly after that check I came upon Ben Bower, a Northern rider who came down here looking for championship points. He was out of gas, a victim of the perfidious instruction sheet. With my tank barely wet, I couldn't help any. It's a hell of a way to get knocked out of a championship. Another of the Northern riders was also eliminated at that point. Jim Jenkins decided to skirt the bottlenecks and climbed out of the canyon. Unfortunately, he came out on the other side of the check and had to turn around. He came into the check backwards and was disqualified.

Finding the stamina to continue after the lunch stop at Cajon Pass was probably the most difficult task of the run. There was still 150 miles to go through the hottest part of the day. I looked at my schedule and decided from the schedule speeds that it had to be fireroad most of the way (lots of 30 and 36 MPH speeds). That turned out to be wrong, but I psyched myself enough to keep going.

The next 100 miles wasn't bad riding. There was quite a bit of road, some trail, and one or two difficult uphill that wiped out a few riders on small machines. The biggest problems in that stretch were sandwashes with 36 MPH schedule speeds. My 250 would barely go that fast in the sand, let alone the 50 or 60 MPH that it would take to average 36 MPH. Small bikes didn't have a prayer.

At about 230 miles, out in the middle of nowhere, my Bul gave up the ghost, or more literally, its compression.

With two hours of daylight left, I was very much alone with the lizards and various stinging insects. Those who think rattlesnakes are the desert's worst threat have never been there. The



Perhaps the highlight of the run was getting checked in by this lady on Saturday.

When less than a half-hour of daylight remained, it became apparent that there wasn't going to be any sweep, so our benefactor took us out in his truck to get our bikes and then drove us to Four Corners, about 20 miles away. It was then about 11 p.m. There are some nice people in the world.

In previous years when I have reported on the Greenhorn, riders have told me there wasn't any sweep; the Pasadena Club has always told me there was a sweep, that the riders who complained must have been off the course or something. In previous years I have simply reported both sides, but this year I can state flatly that on the section of course between Four Corners and Red Mountain there was no sweep. Geran Viles and I were within a few feet of the Pasadena Club pink ribbon all afternoon and until well after dark, and no one came within sight or hearing.

While on this subject, the Pasadena club was so uncooperative with Rescue Three last year that Rescue Three didn't cover their event this year. The riders paid an ambulance fee, but I could



Course ran over the mountains to the desert and back again — circuitously.

for local clubs, but what happens to a visitor who comes from a thousand miles away to ride this "National Championship?" Is he supposed to just figure on dying out there if he gets hurt? The only report that I heard of any safety measures at all was one fellow who told me that there was a sweep through the rocky three MPH section. This meager effort merits no medals; I mention it only to be fair.

The last forty miles of Saturday's course, the 40 miles that I missed, was apparently quite difficult, especially considering the state of fatigue of many of the riders. Most riders were not even scheduled to finish until right at dark, so those who were late either came stumbling in the dark or rode in with headlights on — if they were fortunate enough to have headlights.

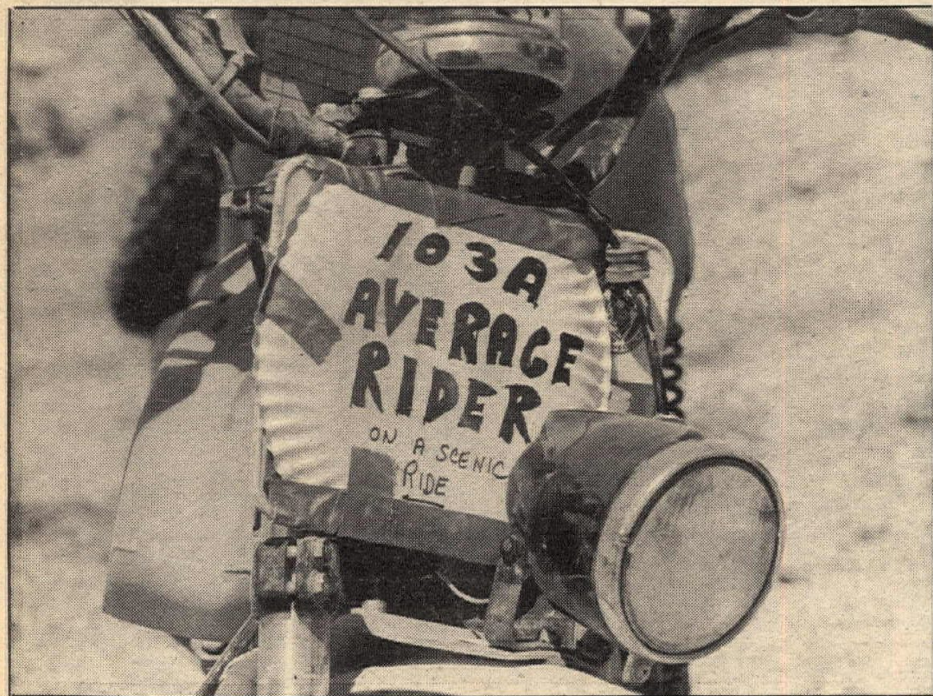
Sunday's course was a masterpiece of good psychology. It was only 200 miles long, some 70 miles shorter than Saturday's course and much easier. There were few unknown riders remaining on Sunday, as most of the B riders were retired with bike problems,

many details to put up any serious argument, another bit of Greenhorn psychology. Without having any idea of the scores, I'll bet Bob Steffan takes the Sweepstakes win and Dave Ekins team gets the A team trophy. The URA team of B riders was apparently the only B team to finish intact, so they'll get the B team trophy.

Some riders apparently had as little respect for the Pasadena M.C. as the club apparently had for the riders. One rider came in and accepted a finishing pin after having ridden only about 10 percent of the course. Another fellow switched motorcycles midway. Another had a friend ride the last section of the course for him on Saturday. As a National Championship, this was a pretty sorry spectacle from most points of view.

Last year this run was such a mess that the AMA staff recommended that they not have a National Championship this year. The AMA Executive Committee overruled them. We now have a peculiar situation. As far as I can tell, none of the riders in the top ten in the Western Region with the possible exception of Cosby Chestnut have any hope of winning any points from the Greenhorn. Since the Greenhorn pays double points, however, this means that whoever wins the Sweepstakes in the Greenhorn lottery will automatically be in first place in the Western region and no one will have much chance to beat him. This makes the AMA National Championship in this region a joke. But not a very funny one.

One thing remains to be said. The situation described here is not new this year, as I have indicated. The Greenhorn has been a mess for years. And every year 300 to 500 riders sign up to ride it again, me included. It seems that for the sake of an interesting 500-mile, two-day ride we will put up with any shortcoming in the world with regard to safety, course marking, check accuracy and even common courtesy. And for their part, the Pasadena Club seems to feel that they have no responsibility beyond providing an interesting course, marked well enough that an experienced desert rat with half a million miles behind him can somehow find his way.



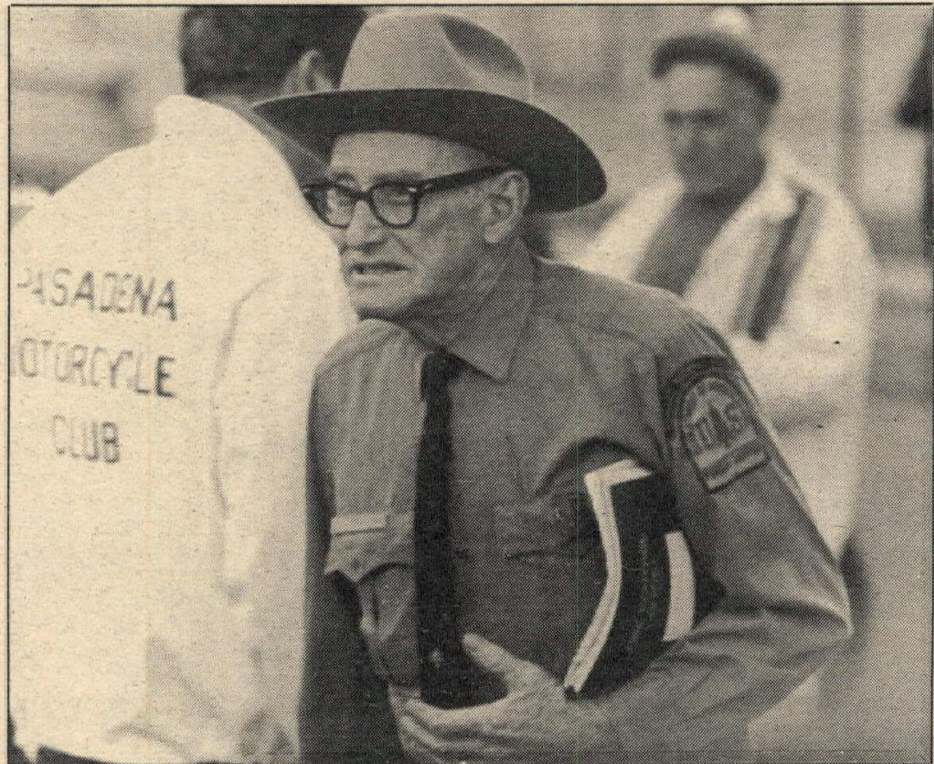
That's what the rider's instruction said you should be and should be doing on the Greenhorn.

metallic bluebottle flies are worse by far.

After doing everything I could think of to get my bike running, I started pushing it back down the trail. I remembered that sometime back I had passed a camp, some shooters or trail riders, I thought. But there was a hill in the way and I couldn't get my bike over it. Then I saw a guy in a truck bouncing across the desert where they wasn't even a trail. I waved at him and he picked me up. It was a sheepherder, and he had already picked up another rider, Geran Viles, owner of Simi Valley Yamaha, who had broken down a mile ahead of me. The sheepherder dropped us at the trail riders' camp we had passed. While Geran and I waited for the sweep crew, the kind people in the trailer gave us water and shared their supper with us.

discover no evidence of an ambulance on the course. There were numerous injuries of a serious nature on this run. The Chaparrals club alone had three riders out with a broken leg, a broken foot, and a separated shoulder, but the Pasadena club not only didn't help with any of the rescue, they didn't even know what hospital the various riders were in.

When Geran Viles's wife went to the Pasadena Club people and asked for help because her husband was missing, their attitude was essentially, "So what, what do you want us to do about it?" That sort of attitude is pretty hard on wives and not too comforting to riders either. The URA, being familiar with Greenhorn enduros, brought along a guy with a truck and a bike to handle sweep chores for their club. That's great



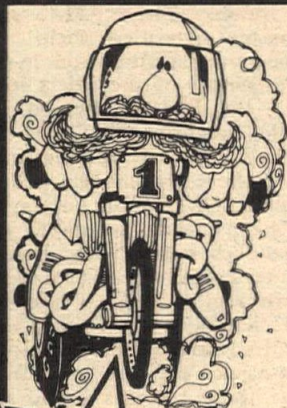
Government civil servant on hand to ensure your sparks were arrested.

fatigue, or injuries. The remaining riders had an easy time of it and came in on time and feeling relatively good. Standing at the finish line, at the end of a long corridor of victory bunting, only the long gaps between the finishing riders told the real story. That, and the comments of some of the riders who were unwilling to be pacified by the mere fact that they had finished. Dave Ekin's comment on finishing was that "In twenty years of riding Greenhorns, this was the most (obscenity deleted) -up ever." Good show, Dave. Next year you'll get a starting number on Monday, like me.

As usual with the Greenhorn there are no results and probably won't be until most riders have forgotten too

So be it. Let the club continue to put on Greenhorn and let those of us with some peculiar notion of enjoyment continue to ride it. But let's not call it a National Championship (in fact it doesn't rate an AMA sanction at all—and for pity's sake, don't call it a "scenic ride for the average rider." Call it what it is: a damn tough trail ride for experienced riders who are willing to cope with anything that comes up and don't really care who wins. That way, at least if you get killed out there because they routed the course over a mine shaft with a 42 MPH average you don't have any kick coming. And if the course isn't marked any better than usual, you probably won't get killed anyway 'cause you'll never even find the shaft.

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75 — 3rd Rnd. Losers (2)
35 — 2nd Rnd. Losers (4)
0 — 1st Rnd. Losers (8)

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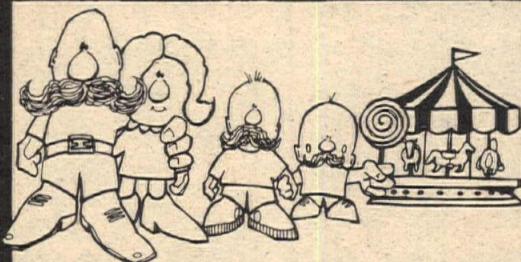
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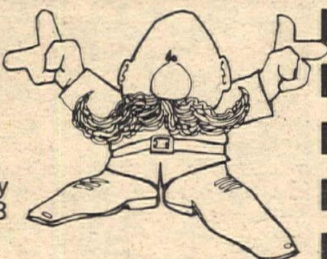
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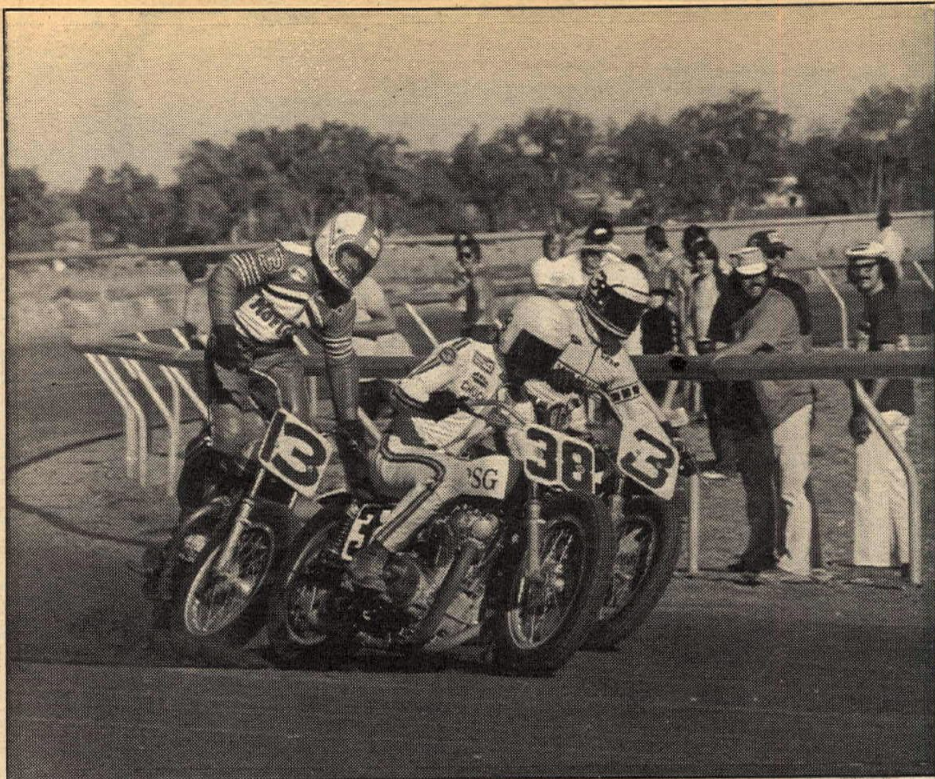
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Aldana avoided a highside getoff after catching a hole trying to pass Romero and Chuck Palmgren. He laid it down and rode it to the rail instead.

Lawwill tops Colorado crash city National

Story & Photos by Richard Creed

DENVER, COLO., MAY 26

Mert Lawwill, aboard a Harley-Davidson XR-750, survived a wreckage-strewn Main Event to take home top money and top

points at the Denver National Half-mile. Finishing second to Lawwill was Harley teammate, Gary Scott, while third spot was inherited by Triumph-mounted Mike Kidd in the final laps as Grand National Champion, Kenny Roberts, unloaded spectacularly but without injury in turn two.

Roberts was the third victim of the vicious ruts, chuckholes and berms that filled the second turn. Jim Rice, tied with Lawwill for the title of AMA Half-mile King, slid out in turn two at about the halfway point after clipping the haybales in turn four and losing a foot peg.

Dave Aldana also got off in the second turn after a brief handlebar bash with Gene Romero and Chuck Palmgren put him into the rough stuff. Aldana was catapulted off the bike while hanging onto the bars and attempted a brilliant save but wound up riding on

the right side of the bike and headed for the outside guard rail. Seeing he couldn't make it, Aldana dropped off the side as the bike went under the rail scattering spectators and dust. No one was injured, although Aldana did tweak his already-injured wrist.

Crashes weren't the only problems for the remainder of the field as mechanical troubles took their toll. Gene Romero pulled in after his engine started to sour, and John Hateley dropped out of the Main shortly after Rice crashed.

Hateley was riding one of Mike Kidd's spare Triumphs as his bikes were in Terry Dorsch's van, which was involved in a tragic highway accident en route to Denver. Dorsch's mechanic was killed in that accident, but no information on Dorsch's condition was available.

With Lawwill in a commanding lead, Scott equally untouchable in second, and Kidd a secure third, the pack

scrambled for runner-up spots in the shortened event. The National was originally scheduled for 20 laps, but after continuing problems with the track surface AMA officials cut the distance by five laps for the Main and chopped two laps off the Trophy Final.

Lawwill and Scott rode brilliantly, using their heads, as they treated the deep ruts like berms while others tried to blast their way around.

Heats

The first heat was a Lawwill benefit as he easily outdistanced all challengers from the third lap on, leaving behind a four-way under the quilt fight between Kenny Roberts, John Hateley, Dick Mann and first year Expert Danny Hockie.

Hockie had posted second fastest qualifying time at 32.12 seconds behind Lawwill's 31.55. Slowly, Hockie began to pull away from the pack and into second place. Behind Hockie, Kenny Roberts and John Hateley had it all to themselves as Dick Mann dropped back. Roberts took the final transfer spot.

Gary Scott dominated the lead slot of the second heat as Lawwill had the first. He sped away leaving Charlie Seale, John Gennai, Gene Romero, and Rex Beauchamp behind. Seale held onto second place for nine of the 10 laps but lost it to a flying John Gennai who had been steadily gaining on him throughout the heat. Seale still got the last transfer position leaving Romero to fight through the first Semi.

Roger Crump ended his ride before it began as he crashed heavily in the second turn while taking a warm-up lap. Crump's front wheel dropped into a hole and he never got up. Roger was taken by ambulance to a local hospital. There was no definite word on his condition other than "not too bad."

The third heat turned into a hair raiser as Jim Rice, Jim Odom, Chuck Palmgren, Eddie Wirth, and Frank Gillespie rattled handlebars three and four abreast in the turns and drafted each other down the straights for over half the distance. There was no firm leader until Jim Rice finally pulled free on the seventh lap. Behind Rice the fight went on until Odom and Palmgren settled it with a second and third, respectively.

The fourth heat hole shot was taken by Norton-mounted Dave Aldana over Team British partner Mike Kidd and a field which included Mark Brelsford, Teddy Poovey, Mark Williams and Hank Scott. Aldana had little problem winning as Kidd styled through to second. Mark Williams rounded out the top three with Teddy Poovey just missing the Main after a battle with the Harley duo of Mark Brelsford and Hank Scott. Poovey had been running sixth but put a last lap drive on the factory boys with his T.C. Racing XR-750.

Semis

Following some needed track preparation, the first Semi blasted away but soon settled into a Gene Romero-Dick Mann affair. It was just like the old days for the former Grand National Champions as they put on a near perfect display of classic dirt track racing.

Romero took the win over Triumph-mounted Mann much to the crowd's disappointment. Gene transferred to the Main Event, while Mann became the crowd favorite to win the Trophy Final.

John Hateley won the second Semi after just missing the direct transfer in his heat. Behind Hateley, Sonny Burres led Frank Gillespie, Teddy Poovey and Rex Beauchamp to the flag. Hateley really put on a show with a wide, outside line, thriller ride that almost got him in trouble coming out of turn four more than once.

Trophy Final

Dick Mann scored a popular win over Pat McCaul, Sonny Burres, Frank Gillespie, Eddie Wirth, and Dick Washer in the Trophy race. Mann's riding and personality completely dominated the event as he easily outdistanced his younger rivals. When Mann came in for the checkered flag, the crowd was on its feet applauding. Dick Mann... winning on a British bike. It made you feel that all was right with the world of flat track racing.

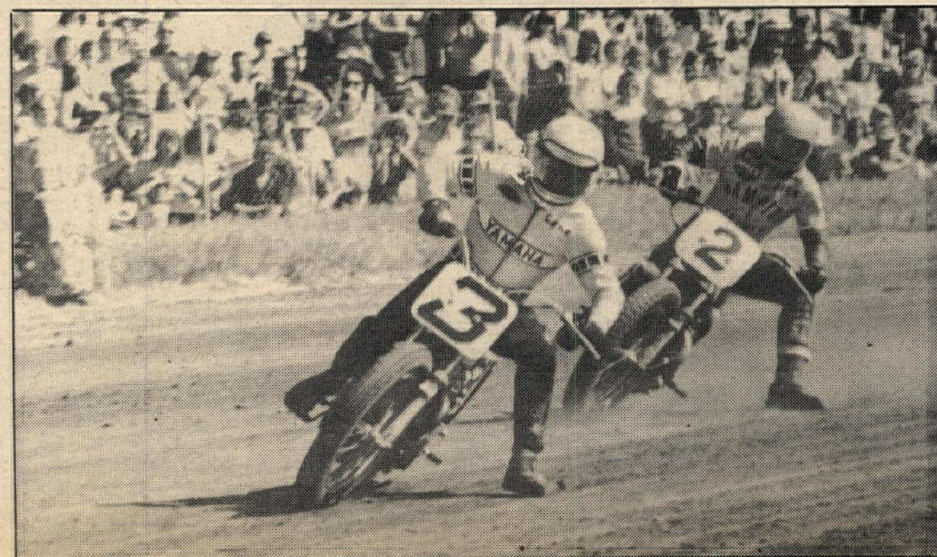
Results

1. Mert Lawwill (H-D). 2. Gary Scott (H-D). 3. Mike Kidd (Tri). 4. John Gennai (H-D). 5. Chuck Palmgren (Yam). 6. Charlie Seale (H-D). 7. Mark Williams (Tri). 8. Jim Odom (Tri). 9. Danny Hockie (Yam). 10. Gene Romero (Yam). 11. Kenny Roberts (Yam). 12. Dave Aldana (Nor). 13. John Hateley (Tri). 14. Jim Rice (H-D).

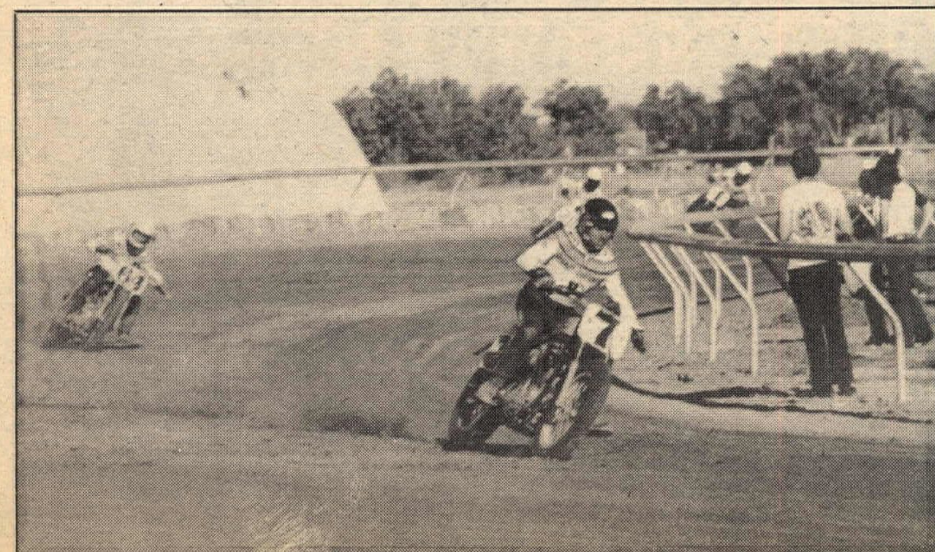


Treacherous Turn Four claimed Jim Rice along with a number of other Experts, including Ken Roberts.

The first Semi resulted in Gene Romero (Yam) aceing out Dick Mann (Tri) but Bugs went on to win the Trophy Final.



The Harleys finished one-two: Mert Lawwill in front, Gary Scott right behind him.



Brad gets third, Roger gets the Bird, and Jim gets sick

By Lori Hagman

HOVE, BELGIUM, MAY 12

Many people said it wouldn't be done again this year, and after Roger's fifth place finish in the first moto, they all felt sure. But DeCoster was determined to win and he did!

The trophy awarded for this race is most unusual. An artist from Antwerp spends many months in advance hand making a very detailed sculpture of an eagle out of copper. Roger has one of the two from previous years in his living room. This time, after winning his third, the artist took the trophy back to make a change. He's now making a pelican on request from Roger!

The Hove track is just outside of Antwerp, almost in the center of town. The course had been built over the city garbage dump, and after practice many riders were complaining of scrap metal and glass coming to the surface.

Half the track was over the dump, but the other side was right next to the city park, by a small lake complete with baby ducks swimming frantically to the other side trying to get as far away from the race track as possible. Many people also ended up in the park by the middle of the day to avoid the dust as the course dried out.

The day of the race brought unusually nice weather for Belgium. You could even feel the sun on your body which tended to bring comments from the riders about California. Not quite — but almost.

The start of the first moto brought Heikki Mikkola (Hus) and Jaak Van Velthoven (Yam) into the first corner together and out of the corner — Van Velthoven managed to take the lead. But not for long, because by the time they made that turn again Mikkola was in front stretching the distance between himself and the tall, lanky Belgian.

Roger DeCoster started way back at 15th but was working his way back up through the pack. Brad Lackey managed a decent start, but back on the dusty section in a narrow turn, he found Ake Jonsson and a Belgian rider lying on the track. Brad, trying to avoid the crash, stalled his engine and came around dead last.

About halfway through the moto, Mikkola crashed in a corner after putting on too much brake! He dented the tank on his Husky with his knee but jumped right back up and was on his way. However, Van Velthoven managed to get by him because of the crash and Heikki never could catch back up. He finished second. Willi Bauer finished third, Gilbert De Roover, fourth, and Roger DeCoster, fifth. Brad Lackey steadily worked his way up from dead last and finished seventh in the first heat!

Heikki Mikkola, after his crash, checked out his knee and decided to hang it up for the day. The Italian 500 GP coming up in two weeks was more important, so he left Belgium in the afternoon and headed back to Finland to take it easy for a few weeks.

Roger got the hole shot in the second heat, and Brad got his best start since being in Europe this year. He was in fifth position with Van Velthoven right behind, Ake Jonsson was in second position behind Roger. Jaak now was set on winning. He was trying to pass Brad to go after Roger when he got a flat tire. He pulled out of the race.

Roger and Ake were pretty far in front of the rest of the pack, but there was no pressure at all on Roger for the lead. He had the race pretty well in the

bag. Ake had a 15 second lead on third position — which was none other than Brad!

Willi Bauer was in fourth place with Gilbert and Jolien De Roover right behind battling for fifth and sixth. Nothing much changed during this moto with everyone finishing in that order. One thing did catch the attention of many people by the end of the race:

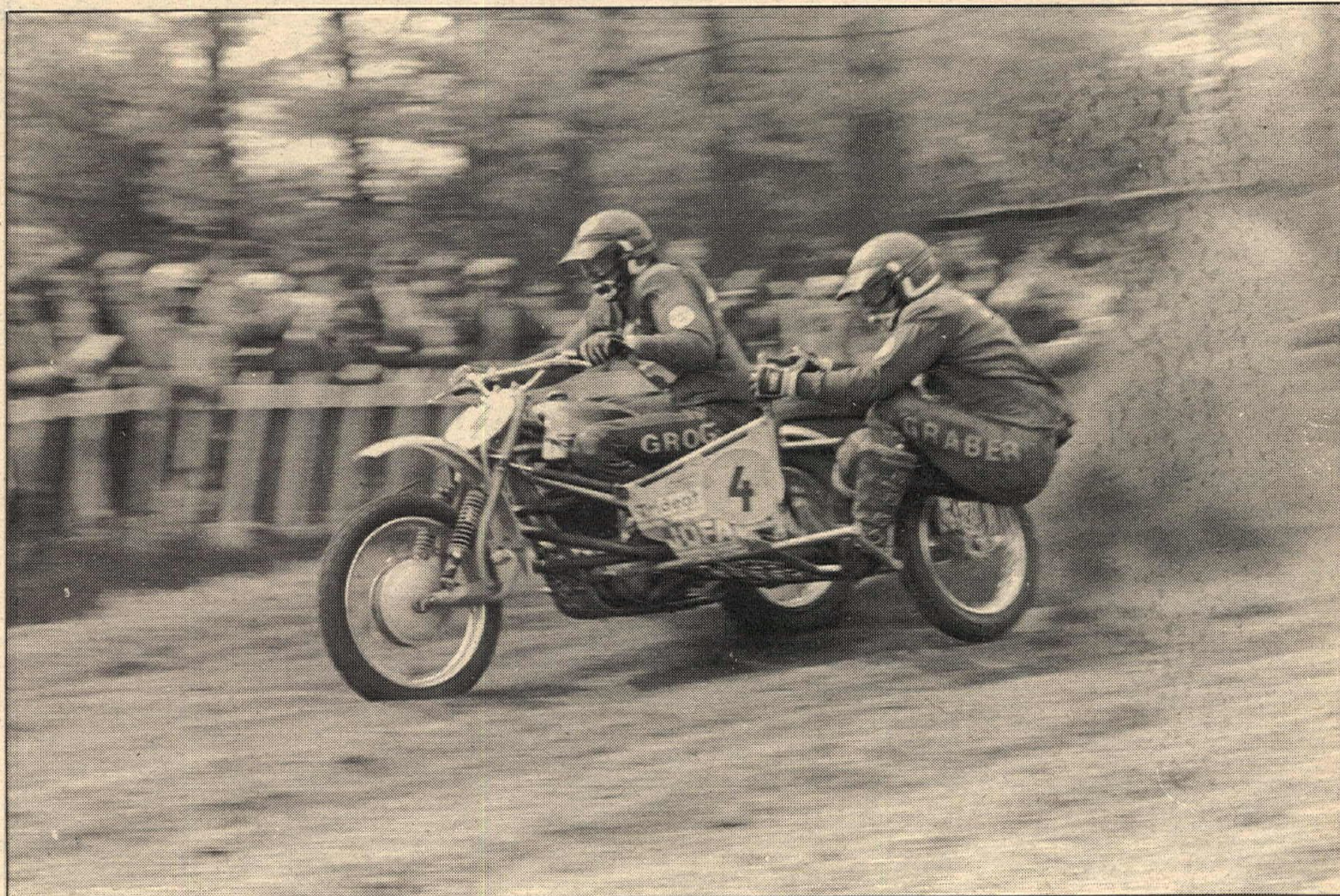
that was Brad Lackey who, for most of the race, was 15 seconds behind Ake Jonsson and by the finish was only three seconds behind him. That kind of change a little sooner would have gotten Brad second.

The motocross was over and Roger was the hero, again. It was time for everyone to go home and I'm sure the ducks were glad of that. Now they

could get back to some serious floating. And Roger got the eagle in the end! Or should we say the pelican?

Results

1. Roger DeCoster (Suz) 5-1, Belg. 2. Willi Bauer (Mai) 3-4, W. Ger. 3. Gilbert De Roover (Hus) 4-5, Belg. 4. Brad Lackey (Hus) 7-3, USA. 5. Raymond Heeren (Mai) 6-8, Belg. 6. Ake Jonsson (Yam) 18-2, Swed. 7. Jan Vermeeren (CZ) 9-12, Belg. 8. H. Wouters (KTM) 11-11, Belg. 9. J. Hermans (Mai) 14-9, Belg. 10. F. Winckelmans (Mai) 13-10, Belg.



What the Americans saw was this Swiss team: Grogg/Graber lapping them on the their way to the overall win.

DeCoster got way out front in the second moto for the Hove Trophy and won it for the third straight year.



Pomeroy sick in Yugoslavia, misses Grand Prix

By Martin Christie

KARLOVAC, YUGOSLAVIA, MAY 19
By American standards, driving the length and breadth of Europe is not so far in miles. But racers doing the World Championship motocross circuits pass half-a-dozen frontiers, eat a wide variety of food, and live under widely changing conditions. So you have to appreciate just how much effect the gypsy life can have on rider health and general well-being. Medical standards vary so much that, in many European countries, you'd never even think of going to a doctor unless you were lying dead in the street.

The day before the Yugoslav Grand

Brad Lackey came from last in the first moto to seventh; then finished third in the second for fourth overall.



Prix at Karlovac, the organizers held a medical check-up for all riders. As they lined up, Jim Pomeroy wasn't feeling too good. After two weeks travelling behind the Iron Curtain, in Czechoslovakia and Poland, he spent the week before the Yugoslav round resting at his Belgian home — where he lives with Brad Lackey. Staying with them was fellow Bultaco rider, Vic Allan, and his mechanic, Georg Utting.

When time came to set off for Karlovac, Jim's wrench, Arnie Beamon, was very sick. But they started off nevertheless, and as the journey went on, George wasn't looking too good, either.

The medical check showed that both Jim and Vic Allen had a high pulse rate, and their blood pressure was up. Not too alarming, but as the day wore on, their throats became sore, and a feverishness took over. They hardly got any sleep that night.

Also sweating out the mysterious virus, Joel Robert didn't hang around to get worse. He went home before the racing began.

Jim did a couple of laps in the first

John Monohan, of the American sidehack team of Monohan/Ramsden, looks over his shoulder in the FIM Cup race in Belgium where they finished 18th in one moto.



moto, circulating in fifth. But he pulled out feeling weak, and started back to Belgium to seek a trustworthy physician. Vic stayed on, very untethered, and crashed in both races — in the first moto, while lying sixth.

The anticipated non-appearance at Karlovac was that of Hakan Andersson — nursing his broken wrist, and pulled muscles in his back and leg. Now the reigning World Champion has virtually no chance of seriously defending his title this year.

The course at Karlovac was set on a dry hard hillside with fantastically steep drops. One of them had a switchback hazard, where a road cut across the slope. Last year, only two men — Gunnady Moisseiev and Heikki Mikkola — jumped this in one leap, the rest taking it in two hops. This year everybody did it in one long jump, though it needed some desperate flying, with the back wheel just clipping the outside ridge of the road.

The hazard claimed several top riders before the day was over. It needed some nerve to hang on, flat out in third, down the bumpy take-off ramp, to pull off the stunt.

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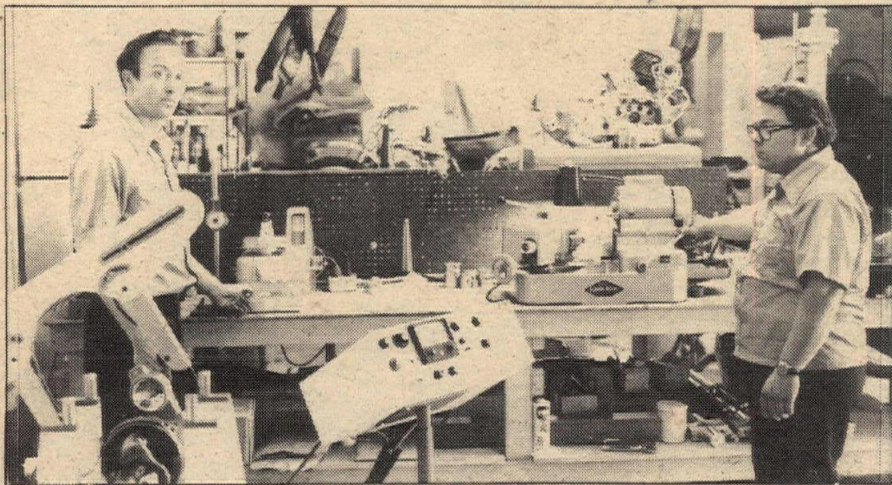
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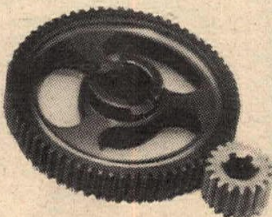
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Ralph Kerr (301) had to work hard to keep 250 Intermediate class win.

Berserkocrossers chase CMC Wehrgelt

By Lane Campbell

ORANGE, CAL., MAY 27

Mike Yorba pulled off an upset victory over the 500 Pro field at Saddleback Park after Jim West crashed early in the second moto.

In a typical day of berserko Southern California motocross, the course started out damp, deeply disced, with beautiful traction, but quickly sun-baked to adobe brick with a powder surface.

125 Pro

Mark Tyer and Rick Sheren got clear of traffic first in their opening round. Gaylon Mosier and Marty Smith, bottled up early in the moto, began a formation-flying act that was to last several laps. Practically side by side, they chewed their way up through the pack until they had both worked past Sheren on about the fifth lap. Then Smith passed Tyer, while Mosier continued to play tag with Sheren until his bike died unceremoniously at the bottom of Banzai Hill.

Nearly lost in the scramble, Tim Hart, aboard a monoshock YZ, coolly and methodically worked his way up from a bad start. Reeling in his quarries one by one, Hart got fifth place by moto's end.

Off the start of the second moto, it was Dave Eropkin and Bruce McDougal in the lead, Smith and Tyer bottled up in the middle, and Tim Hart getting off dead last after an untimely balk. Once again, Hart did his hand-over-hand through the pack act, but managed no better than 11th for an eighth overall.

This time it took Smith four laps to work into challenging position, with Tyer not far behind. Smith got by Eropkin, while Dave, in turn, held Tyer at bay. McDougal rounded out the leading formation with a healthy gap on the rest of the pack. Eropkin's second in this moto vaulted him into third Overall after a so-so seventh earlier.

250 Pro

The opening moto produced some spectacular saves as riders careening off Banzai Hill (ridden by the pro classes only) caught a wheel or a footpeg at the bottom, went into feet-off-the-pegs tank slappers and recovered at horrendous speeds.

Rich Eierstedt and Jim West led the early show with Rex Staten in a stern

Mike Yorba's outside berm-slaming style is his signature.



Eierstedt (4e) takes low route under Jim West in their first moto.



chase and everybody else strung out behind. West passed Eierstedt fairly early as the chase continued. Meanwhile, in another come-from-behind number, Jon Derhammer on a 250 monoshock YZ was working his way out of a bad start to place fourth. West got out of shape in the closing minutes of the race, letting both Eierstedt and Staten by.

In the second go 'round, West berserked it into the lead and held on for about six laps. Then Eierstedt found a way around the Wild, Wild West, to be followed by Staten some three laps later. With a better start to work from, Derhammer ran most of the moto a solid, creditable fourth.

500 Pro

Bill Clements, Mike Yorba, and Jim West led early on in the first moto. (Both Clements and West were riding two classes.) West blustered by Yorba after the two rattled each other in the tight climbing left-hander next to the paddock. ("Get yer elbow outta' me

four turns saw another do-or-die effort, but Harrington hung on to win.

In moto two of their division, Smith put Bob Morino between himself and Harrington as he built up a second or two of cushion. On the now hard and slippery surface, Harrington didn't get a passing move together until too late to catch Smith.

Juniors Brad Sherrill and Greg Gannon managed to pull clear of traffic in their division's opener, leaving Dan Green, Tony Wanket, Mike Harris, and Kipp Kommerstad in a tight scrambling group. These four rattled bars and swapped positions the entire moto, their CR125's screaming wide-open and clawing at the still-tacky traction. Harris finally worked free, but ran out of race before he could challenge Gannon. With all this going on ahead, Mark Patillo and Arden Hadley remained bottled up in seventh and eighth.

A hard track changed things, as Kipp Kommerstad jumped into the lead and held it, with Arden Hadley and previous winner Bard Sherrill strung behind.



Eropkin leads Smith in 125 Pro, but briefly.

eye, Jim.") Three laps later, West had reeled in Clements, passed him, and built a comfortable lead before the checked.

Next time the 500 class was waved off, the track had really deteriorated. West led for some 300 yards, attempting a repeat. In the right-hander after Banzai Hill, West went down, taking a few others with him. Notably Shepard, Norgaard, Bengé, and Witherell; though, in the first lap confusion, the body count was never official. West packed it in and parked.

This left Ken Zahrt going hog-wild in the lead, with Mike Yorba in cold pursuit. Mike soon put away Doug Sherman, but took his time about Zahrt. With West out, he had the points to win Overall with a second-place finish. Luke Messer, who'd been shunted into eighth in the first moto, settled in fourth, intermittently pressuring Shepard but never passing.

Yorba passed Zahrt on the penultimate lap, then Zahrt took the bit in his teeth for a do-or-die comeback. Ken charged back hard on the last downhill before the trees, lost time getting sideways coming out of the trees, but charged again uphill. He slipped by on the inside at the next left-hander as Yorba elected to hit the powdery berm on the outside rather than risk the treacherous hardpan at the apex. It was fun to watch, even if it didn't change the final standings.

... And A Supporting Cast of Thousands

Well, hundreds, anyway. There were five flights of 125 class trophy-chasers, two divisions of Intermediates and three of Juniors: a berserko screaming mob.

Intermediates Mark Harrington, Steve Bartley, and John Smith rode away in a tight group during their first moto. Smith worked his way around Bartley by mid-moto and began to reel in the leader. By the last lap, he was tied to Harrington by a short leash. The final

Hadley seemed to groove on the hardpan, hanging in behind Kommerstad and finally taking over near the end. The three leaders went into the final turns as a tight, scrambling mob, a real "Who's on first?" situation at the checks. The scorers called it Hadley, Kommerstad, Sherrill, with Brad's third giving him the points for first Overall.

The prime ambulance moved once, to carry off a lady who collapsed in the paddock, then broke a tie rod getting



Is this the Banzai Hill?

back into position. It sat out the day looking decidedly pigeon-toed. As most of the get-offs were walk-aways, the backup crew only did on-site first aid. There was a broken finger to tape up, and Warren Shipkey hurt his foot badly enough to prevent him from riding his second moto.

(Footnote: Wehrgelt is an ancient and barbaric term, which, loosely translated, means "\$2,000 purse." Somehow it all seems relevant to the more modern barbarism of Southern California motocross.)

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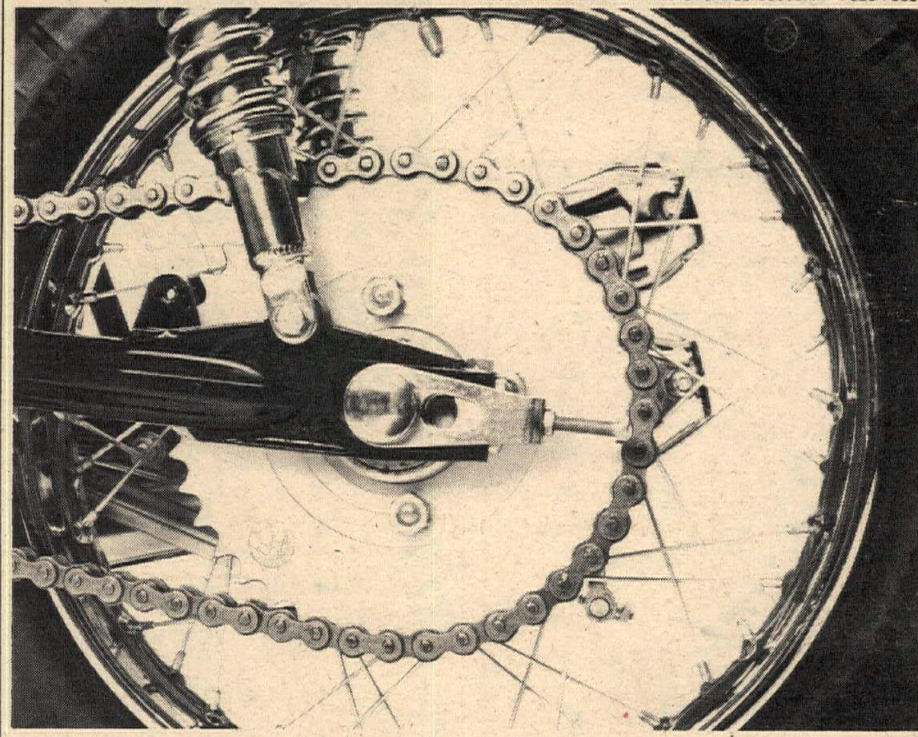
tion is absorbed into the sprocket it helps extend both chain and sprocket life. Result? You get more power and more distance from SuperSprocket.

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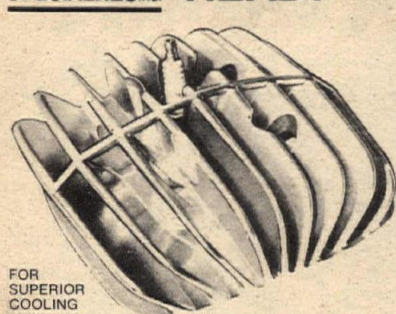
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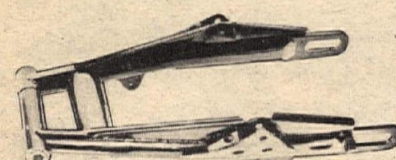
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Cranke wins 4th Virginia City GP

By Euell Weezle

VIRGINIA CITY, NEV., MAY 11-12

Sitting around the campfire the night before a big race, the troops will always, sooner or later, settle down to a broadside session

about riding styles and sport preference: the desert riders are better 'cause they're tougher. Oh yeah? Well, the first time they come to a turn or a jump, the motocrossers will blow them into the puckerbushes. Motocrossers are fast, man.

Yeah, but in a long, tough grind with lots of varied terrain where you've got to hold your bike together as well as your bod, it's the ISDT rider, the trials specialist, that can do the deed. In a grueling race like the Virginia City Grand Prix, a guy like Carl Cranke could beat anybody.

And so he did. In Saturday's 125 bash, the classic set-up between Cranke on an ISDT-prepared Penton, Blazin' Bruce McDougal on a Honda CR125 factory motocrosser, and feisty desert rat Bill Friant on a Penton ended 170 miles later with the smooth precision of the Six Days rider prevailing.

The four hundred and twenty or so racing units for Saturday's 125 everybody, 100s, 250 Novice, Old Timers and Women, patched out 10 at a clip through the rye crisp early morning Nevada sunshine, past the old train station and the relic "No. 27" steam locomotive parked at the edge of town. Turning left before the church at a peaceful summer cottage where a little old lady was tending her garden, they

hooked onto the downhill fire road that led out onto the course, a punishing 17-mile loop of hairy cliff-side fire roads, miles of second gear pegs up downhill rocky switchbacks, a boulder

Virginia City offers many diversions for a Sunday afternoon.



wash for the desert freaks, a long section of rolling, sandy jeep trail for the motocross freaks (complete with one bitchin' fall-away jump), fifth-gear graded dirt for the roadracers and the notorious "uphill" which claimed more bikes and riders on the first lap than the Hopetown mudhole.

Ten times around covering 170 miles, taking for the most part eight gallons of gas, one complete rear knobby tire, a set of fork seals and six hours out of your weekend. On Sunday, 40 guys made it in with ten marks on their tank cards. On Saturday, only 11. Soboba was tough, but Virginia City was tougher, possibly the toughest ever. For the ones who finished, it was indeed an accomplishment.

And for the ones who started, it was indeed a trip. Western-style Grands Prix have a way of bringing out strange parts of a rider's personality. Like Don Barney who somehow lost his helmet and went several laps bare-headed. Or the motocrossers, like Bruce McDougal who was pitting every other lap to keep his tiny gas tank full and try one of the four exhaust pipes he used that day. And the six-legged team of John McCown and Kookie who did nine laps on their OSSA and had locals double-taking all afternoon. "A dog? A dog? Did you see that? A dog?"

But the all out "Damn the Torpedoes" award has to go to the grand momma of motocross, Cherry Stockton. On her way to victory in the 125 girls race, Cherry made her single pit stop and, while taking on three gallons of fuel, a shot of Molly Blue and a swallow of Gatorade, informed her crew she had to pee real bad and it was starting to slow her down. Not wanting to take the time for a more involved pit stop, she was back on the course in less than a minute, stroking fourth gear down the dusty fire road, up on the pegs and doing it in her leathers. Wonder what Carl Cranke would've done in that situation? Happy Mother's Day, Cherry.

"I feel good and I've got the bike to do it." So said former Soboba winner Steve Subith tenderly caressing his 400 Maico before Sunday's grind. It was and he did. From lap one, he was hot and heavy on the gas, never missing a beat or a turn to finish first Overall in under six hours.

Tough breaks for some. On Saturday, Kim Slayton was giving Women's 250 winner Trudy Beck a run for the brass on her Buellaco when on the eighth and final lap she visited a rockpile head first and ended up blinking at an ambulance attendant for the rest of the race. And Sunday, Paul Boudreau, (the Buzzer from *Motocross Action Magazine*) snatched defeat from the jaws of victory on the 10th lap after cartwheeling his KX250 Kawasaki and turning the 250 Junior win over to Rick Schopen.

But it sure was a fun weekend. Where else can you drink saloon whiskey, watch candy being made, walk on wooden sidewalks, gamble, pan for gold, get your fortune told and race a six hour moto without even leaving town? Results in the Results Section.

Carl Cranke: perfection on wheels.



Yamaha to sponsor high school motorcycle activities

Vic Wilson, owner of Saddleback Park, and Terry Tiernan of Yamaha International are combining forces to put together a high school motocross program throughout California. Mr. Wilson will be putting the programs together with Yamaha providing contingency and promotional support. The initial events will be held in Southern California. Plans are to cover the entire state in the near future and the nation by 1975.

The programs is structured to give the schools a maximum amount of exposure and protection with a minimum amount of effort.

Motorcycle activities will not necessarily be centered around motocross, but will cover trials, flat track and learn-to-ride schools.

If you have a school or league interested in this program, you should call or write to Vic Wilson at Saddleback Park, P.O. Box 2455, Orange, California 92669. (714) 639-5832.

New safety education offensive

The Motorcycle Safety Foundation is pushing to establish an in-depth program of motorcycle safety training on a national scale. One major fruit of their efforts is a Beginning Rider Course for Novice riders. The course is designed for classrooms, behind-the-handlebars instruction, and self-study. MIC member-dealers are encouraged to order the course through the national organization.

Also in work is a continuing series of college campus workshops for safety instructors. The 1974 program will be offered at 40 colleges, and is aimed at preparing 800 instructors, mostly high school level. Interested educators should call 202/293-3050.

Finally, the first motorcycle loan program for education has been worked out with the backing of five major manufacturers.

Bolshevik World Champ?

By Martin Christie

KARLOVAC, YUGOSLAVIA, MAY 19 Russian Gunnady Moisseiev (KTM) — keen on pulling out his current world championship lead — grabbed the lead from the first moto gate and hung on to it in the opening laps. But it was not to last.

Breathing down his neck were two other riders — sensational 21 year-old Belgian Harry Everts (Puc), and the wild Swede, Torleif Hansen (Kaw).

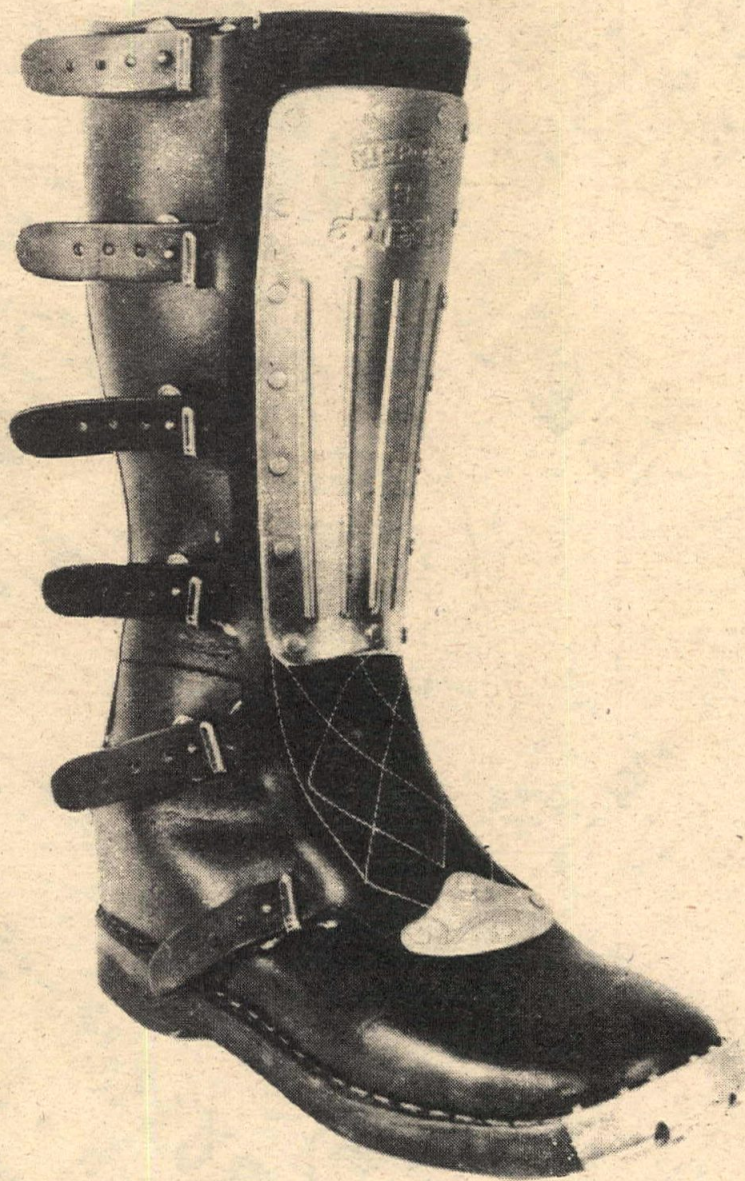
Results

MOTO ONE: 1. Torleif Hansen (Kaw) Swed. 2. Miroslav Halm (CZ) CSSR. 3. Pavel Rulev (KTM) USSR. 4. Gaston Rahier (Suz) Belg. 5. Hans Maisch (Mai) W. Ger. 6. Evgeny Rybaltchenko (CZ) USSR. 7. Harry Everts (Puc) Belg. 8. Jean-Claude Laquaye (Yam) Belg. 9. Kalevi Vehkonen (Hus) Fin. 10. Vladimir Ovchinnikov (CZ) USSR.

MOTO TWO: 1. Jaroslav Falta (CZ) CSSR. 2. Gunnady Moisseiev (KTM) USSR. 3. Torleif Hansen (Kaw) Swed. 4. Miroslav Halm (CZ) CSSR. 5. Kalevi Vehkonen (Hus) Fin. 6. Pavel Rulev (KTM) USSR. 7. Vladimir Ovchinnikov (CZ) USSR. 8. Jean-Claude Laquaye (Yam) Belg. 9. Jean-Claude Jobe (Mon) Span. 10. Antonin Baborovsky (CZ) CSSR.

TOP 20 RIDERS IN 250 WORLD CHAMPIONSHIP MX AFTER 5 GP: 1. Gunnady Moisseiev (KTM, 82, USSR. 2. Jaroslav Falta (CZ), 70, CSSR. 3. Miroslav Halm (CZ), 61, CSSR. 4. Pavel Rulev (KTM), 55, USSR. 5. Harry Everts (Puc), 51, Belg. 6. Gaston Rahier (Suz), 47, Belg. 7. Hans Maisch (Mai), 37, W. Ger. 8. Torleif Hansen (Kaw), 33, Swed. 9. Raymond Boven (Mon), 26, Belg. 10. Herbert Schmitz (Puc), 21, W. Germ. 11. Joel Robert (Suz), 20, Belg. 12. (Tie) Jim Pomeroy/Vic Allan (Bul) 19, USA-Bri. 14. Hakan Andersson (Yam), 18, Swed. 15. Jiri Churavy (CZ), 15, CSSR. 16. Evgeny Rybaltchenko (CZ), 14, USSR. 17. Antonin Baborovsky (CZ), 13, CSSR. 18. Sylvain Geboers (Suz), 10, Belg. 19. Kalevi Vehkonen (Hus), 9, Fin. 20. Jean-Claude Laquaye (Yam), 8, Belg.

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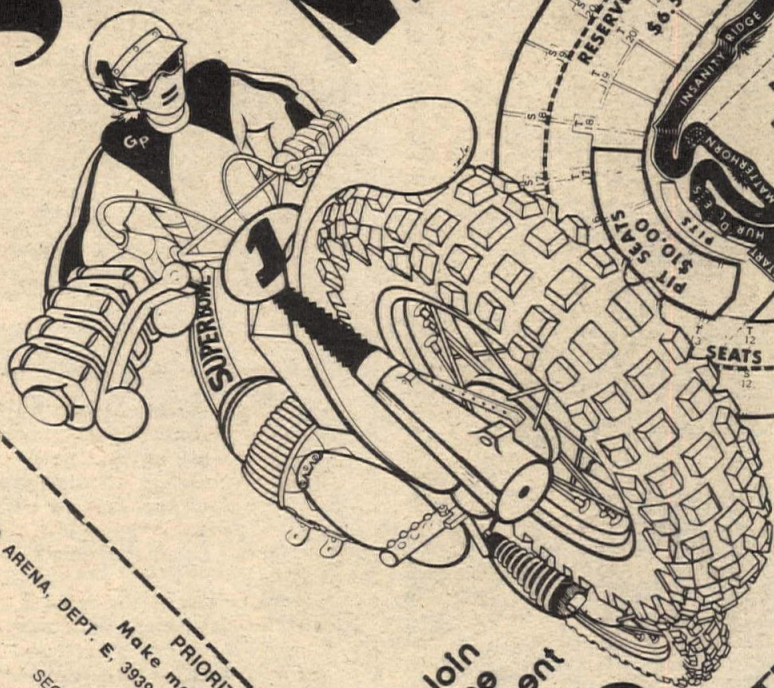
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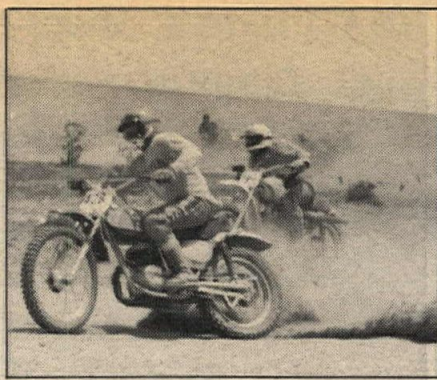
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Staats (near) and Saltzman streaked together briefly before Saltzman blew Staats away, and Staats blew a gasket.

Cal. City: Saltzman makes it two!

By Dale Brown

CALIFORNIA CITY, CAL., MAY 19 Bill Saltzman made it his weekend by following up his Silver Cup victory with an Amateur/Expert win in the Desert Racing Association's Rare Desert Scrambles.

Saltzman didn't have it easy Sunday. As the riders completed the first 14-mile loop, Jim Francis (Yam) appeared to have quite a lead. However, it was discovered later that Francis had missed a couple of checkpoints, disqualifying himself. Steve Staats came through next, his 360 Bultaco ever so slightly ahead of Saltzman's 400 Husky.

Saltzman passed Staats down the straight and pulled out a comfortable lead around the second nine-mile loop (run four times). Staats dropped out with a blown base gasket.

Wayne Garrett (Hus) moved into second on Staats' demise, only to suffer mechanical ills himself. Howard McCasland (Hus) inherited the runner-up spot and he held it. Jim Irby (Yam) raced to third.

For the day's work, Saltzman pocketed a nifty \$100. McCasland picked up \$50 as runner-up to Saltzman for the second day in a row. John Steen (Hon) picked up \$15 for being first 250, as did Phil Stumbo for being first in 0-200 class.

Stumbo's chances for another high placing were eliminated when the head pipe cracked, giving away most of the 175 Yammie's top end (It wouldn't pull fifth gear.). Then his rear tire went flat. He was still first in class which says something for his riding ability.

George Harvey was the Overall winner by a huge margin in the Novice race. Harvey had a two minute lead by the end of the second loop and he stretched it out to five minutes in spite of a fall which found him pinned under the bike until a helpful spectator pulled it off him. Vincent Andreoli (360 Yam) was racing most of the time with Jesse Cox (250 Suz). They ended up second and third Overall.

While Harvey was enjoying his \$25, the DRA kicked him up to Amateur.

About a dozen Novices were disqualified for missing the home check, about one and a half miles from the finish line. According to DRA head, Ron Burpo, apparently one rider charged off course and the others followed him.

Results:

OPEN EX: 1. Bill Saltzman (Hus). 2. Gus Paull (Hus)
OPEN AM: 1. Howard McCasland (Hus). 2. Jim Irby (Yam). 3. Robert Sands (Hus).
250 AM: 1. John Steen (Hon). 2. Ken Ratloff (Hon). 3. Gary Trombley (Yam).
0-200 AM: 1. Phil Stumbo (Yam). 2. Dennis Greene (H-D)
OPEN NOV: 1. George Harvey III (Hus). 2. Vincent Andreoli (Yam). 3. Robert Burtcher (Hus).
250 NOV: 1. Jesse Cox (Suz). 2. Richard Feltz (Bul). 3. Pat Kouri (Hon).
0-200 NOV: 1. Gary Prater (Hon). 2. Patrick Jones (Bul). 3. Jim Roberts (Suz).
OPEN BEG: 1. Hal Hannenann (Hus). 2. Dan Hartman (Yam). 3. Gerald Round (Hus).
250 BEG: 1. Kelly Thomas (Hon). 2. Tony Steffins (Yam). 3. Jim Isom (Yam).
0-200 BEG: 1. Ron Irby (Suz). 2. Steve Harrelson (Hon). 3. Kurt Hathaway (Pen).
MINI: Mark Camp (Hon).
POWDER PUFF: 1. Leslie Klug (Hon) Nov. 2. Marge Gregory (Yam) Beg.

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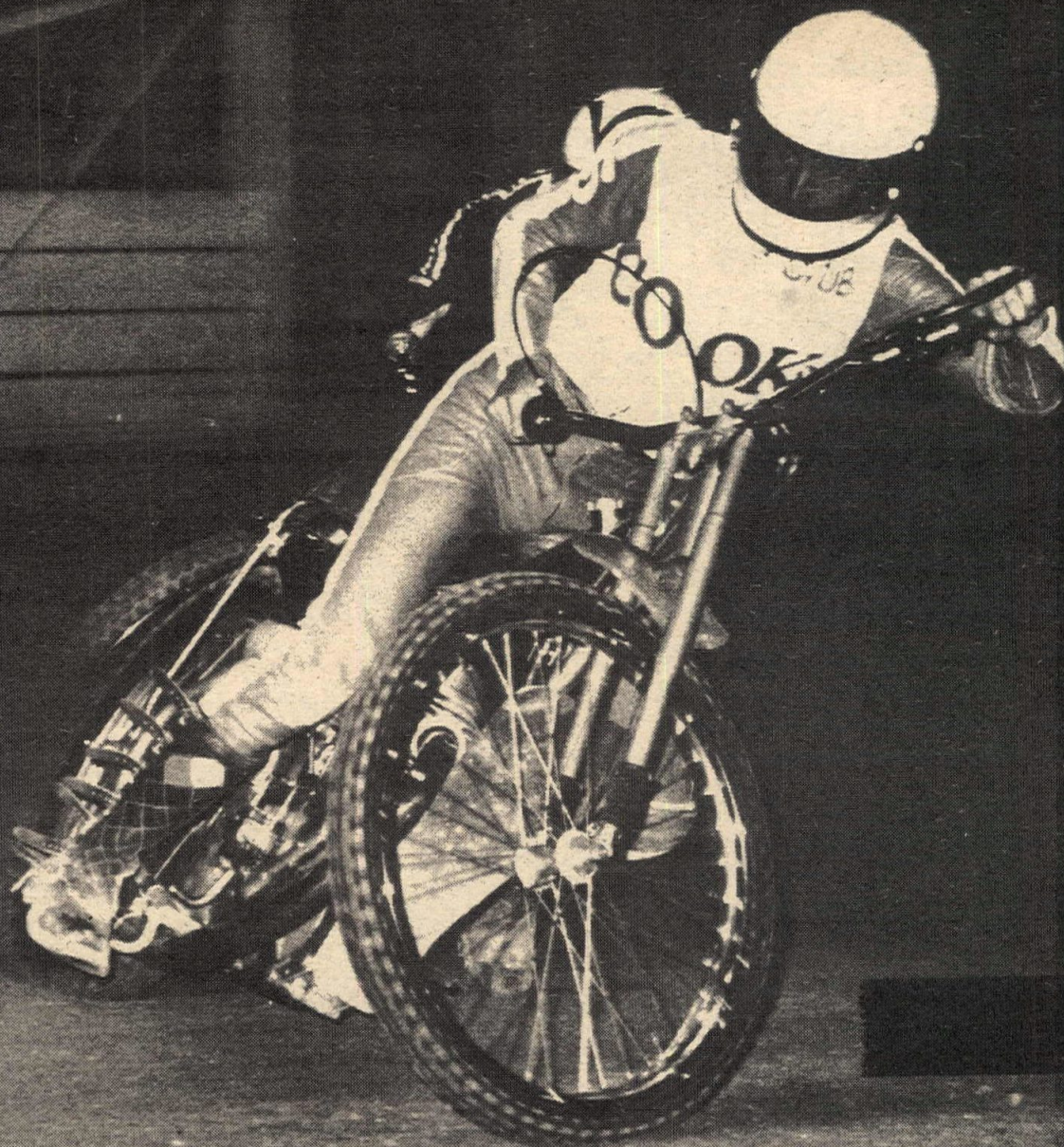
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Frank Cook notched another Handicap Main win on the CalExpo track.

Christian and Cook win Sacramento Speedway

Photo by Glenn Artinian

SACRAMENTO, CAL., MAY 24
Reno's Alan Christian took home the first place bucks in the Scratch Main event tonight and in doing so, ended Mike Rooney's Scratch Main win streak after three straight.

Frank Cook won his second Handicap Main of the season ahead of John Cunningham and Mike Rooney.

In a Division Three Heat, Buz Busey caught a rut and hit the plywood crashwall with such impact that the bike actually stuck in the wall! The race was stopped and the win went to Buz.

**SPEEDWAY
WEEK**

By Dennis Greene

Ventura, California
Tuesday, May 21, 1974

"Where is the red flag?" The fans in the stands and the riders in the pits yelling. A three-man pileup on

the back straight put Mike Bast in the middle of the track, pinned by his bike and unable to move. The referee could not get his orders to the substitute starter to stop the race. It went on with the riders weaving in and out to avoid hitting the motorcycles on the downed riders. This brought a protest from the pits and boos from the grandstands. All three riders came out OK.

Things got better as the night went on. Mike won his way to the Scratch Main event along with Bill Cody, brother Steve Bast and Big Mike Konle. Konle proved to be the big threat of the evening, as he had to work his way up between the Bast Brothers. Wild Bill Cody tried to sweep the field on the outside, but at the finish line it was Mike Bast, Mike Konle, Steve Bast and Bill Cody.

Phil Moon, one of the four racing Moons, won his first Main event as a Division One rider. In the Handicap Main event Phil managed to stay away from Dubb Ferrell, who has been living up to his name, Dangerous Dubb.

Last week, Randy Marsh delighted the hometown fans when he won the division two Main, and the natives were happy again to see yet another Ventura resident come in first. Andy Cadotte got out in front of Randy and was still there at the finish line.

Bakersfield, California
Wednesday, May 22, 1974

This past Wednesday night it looked as if Steve Bast would break his brother's hold on the event, but he had to settle for second just ahead of Bill Cody, with Troy McKee trailing.

Steve Nutter was the sixth man to put his name in the Handicap record book, by holding off Nelson Fonte for the win.

Chris Haines is one more name new to the sport of Speedway. Chris is riding

out of Ed Williams' shop and under Ed's watchful eye is turning out to be a consistently good rider. His victory in the Second Division Main is just the start of what looks like a long list of wins heading his way.

Irwindale, California
Thursday, May 23, 1974

Mike Bast dominates the Scratch Main event at all four tracks and was beaten Thursday night by his older brother Steve for only the first time this season.

Just before the event, Steve told me that "someone" did not want him to ride that night. He was referring to the fact that he had already blown a tire in

one event, was late to the starting line for another because he has the flu so bad that he was in the pits throwing up, and had cut his hand with a razor while cutting a tire. This may be what it took for Steve to get out of the bad slump that he has been in for six weeks, because he never looked as strong in a race since he won the U.S. title a few years back.

Costa Mesa, California
Friday, May 24, 1974

"Wanted - Someone to beat Mike Bast in a straight-up Scratch Main event." This is what the poster reads that offers a \$100.00 reward. Promoter Harry Oxley will pay the additional \$100 along with the usual prize money won that night. If no one does it this week, he will add fifty bucks more until (or if) someone can. Mike has won 15 of the 19 Scratch Main events run in the southland this season. It would be next to impossible for Mike to go the remainder of the season without being



Ouch.

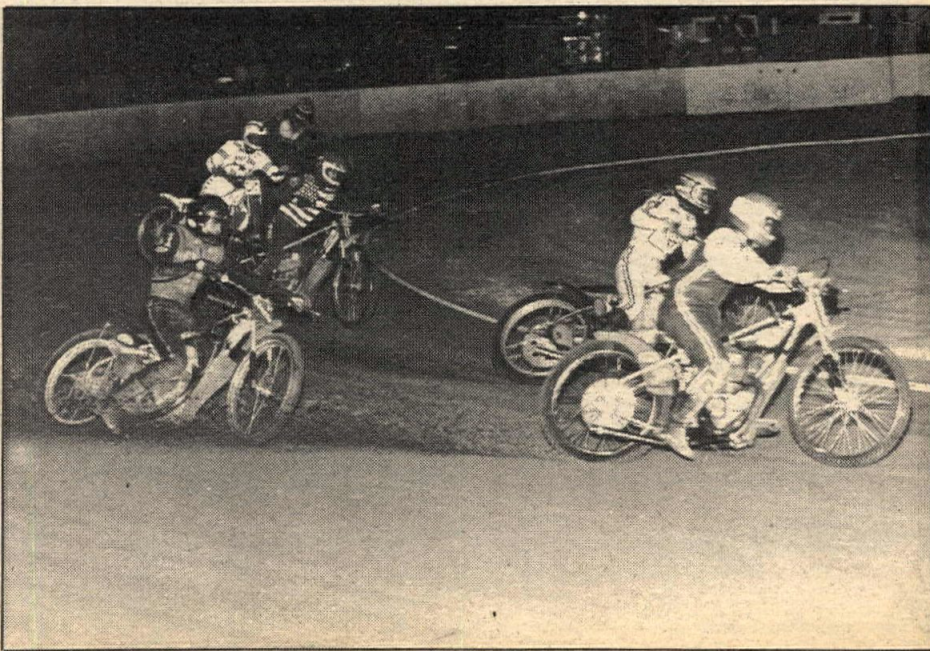
beaten at Costa Mesa, but if the impossible should happen, it sure would be neat to see all that gold go to the Champ for holding off the challenges of the best the sport has to offer. With some 22 weeks of racing left, this pot of gold would be in the neighborhood of \$1,200.

It looked as if the reward would be paid the first night as Sonny Nutter, along with Steve Bast, got off the starting line at the same time with Mike. The first turn was one solid motorcycle. As the mob moved to the back straight, Mike was already in the lead.

Mike Konle had his chance to dethrone the King of Match Racing, but like Steve Bast, Mike Curoso, Bill Cody and Dan Becker they all missed. Sonny Nutter is still the King and has been for five weeks.

Guy Waterson picked up his second handicap Main event win of the '74 season in a runaway as Bruce Penhall worked hard to hold in there for second, and giving fits to Mark Cherf who was trying inside, outside, high, low and any other way you want to put it but Bruce never gave an inch, leaving Cherf to get third just ahead of Mike Bast. Bill Manley got fifth and the wrap up spot went to Dubb Ferrell.

Front four Ken Cartee, Jeff Sexton, Mike Curoso and Jim Gresham negotiate Ventura's track en masse.



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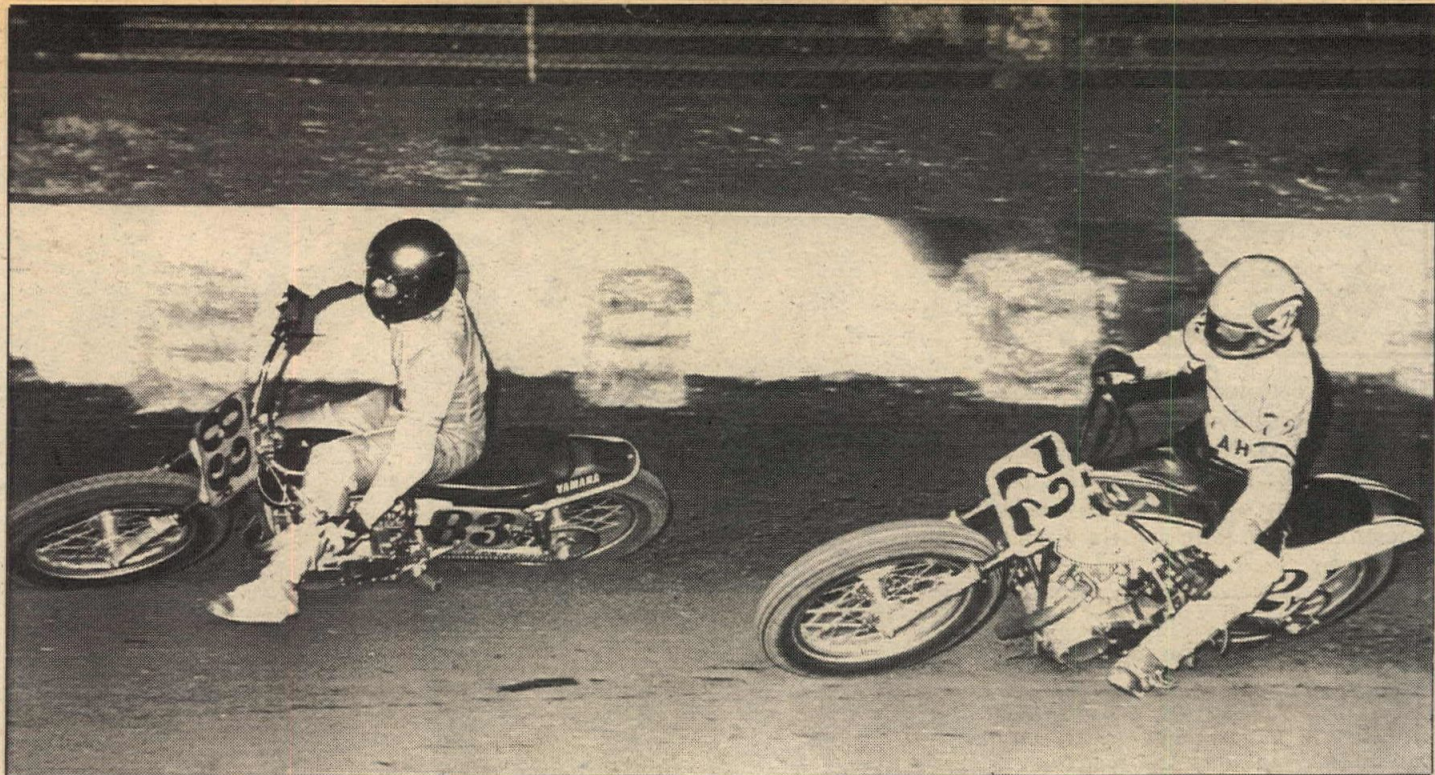
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Yamahas a pair of John Allison and Skip Aksland crossed the finish line in reverse order, ending the Junior Main.

Return to Ascot

By Charles Clayton

GARDENA, CAL., MAY 24

I had arrived fashionably late of course, so as to miss the Novices and their brain-damaging two-strokes, and chanced to come in on the ambulance scene. They were loading some poor, unknown Junior who had taken the wall in his eagerness to make a win for himself while the spotlight was on the National in Denver.

It was an off-night, only a few thousand interesting looking people in the seats. The kind of night when you forget your press pass and buy a ticket just to cover the purse.

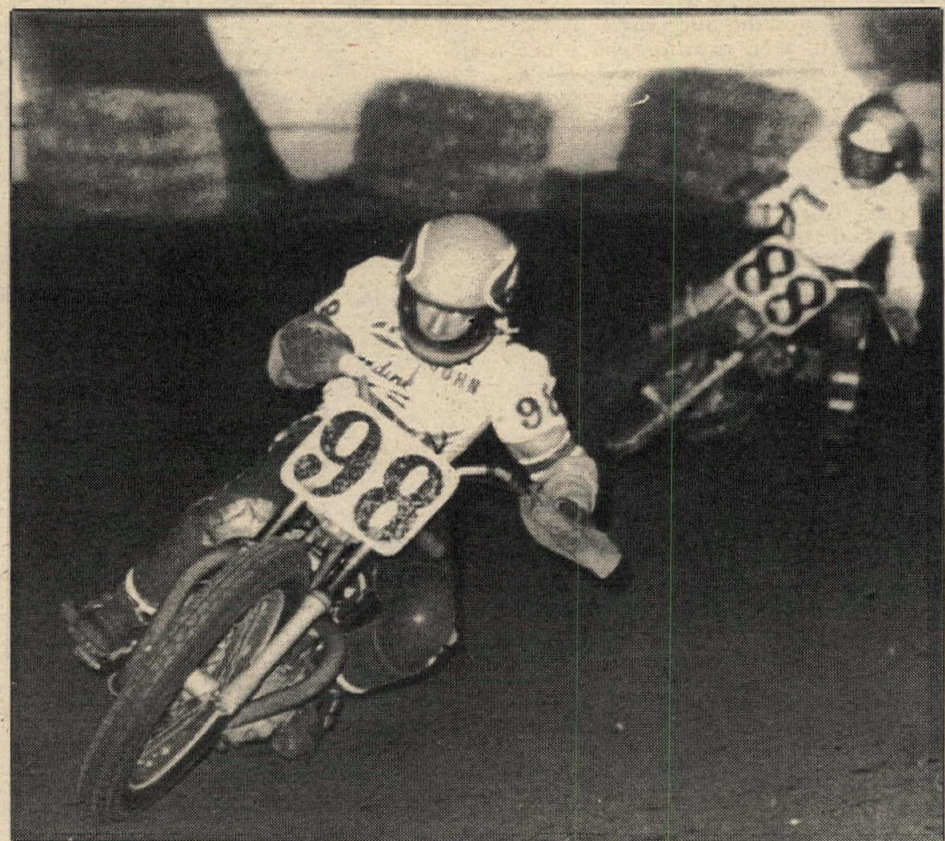
I sat in the press box and chatted with the trophy girl while T. Rockwood rocketed (as they say) to win the dash. She said her name was Cindy Roccio and you could pronounce it "Rose-ee-o." Her father Johnny Roccio was a great American speedway star in the late 1940's and her uncle Ernie, whom she'd never met, was killed in a speedway crash. Perhaps she was named Cindy after the cinder tracks of England, I offered. "May-be" she said. She said she used to attend Speedway until recently she stopped going because it was "too much like Peyton Place, you know?"

That's what they used to say about Ascot, I pondered. Maybe it all moved across town to Speedway. Ascot tonight is a high school scene.

Waiting for young Rockwood to win her charms, Cindy asked me why Ascot was different from Speedway. I told her how professional motorcycle racing had always been Class A racing. That what we now call Speedway used to be Class A. Class B was like our Junior riders, racing the same unlimited 500cc motorcycles as the Class A (Experts) but not quite as professional yet. The Class C competition was like our Novices, limited to racing production-derived motorcycles for experience. About the time her father and uncle were competing, Class A went away from this country, although it thrived elsewhere in the world, and Class C racing became dominant. That is why to this day, AMA professional races are won on Yamahas and Harleys and not on Esos or Svengalis. (I saw no Harleys at Ascot Friday night. They were all in Denver.)

"I always wondered about that," said Cindy.

Sammy Tanner took her away and I chatted with Don Bymaster, down from Colorado, until the Novice Main concluded their hi-fi brain damage. Good theater, but terrible musical accompaniment!



Little John Hateley hey diddle-diddled Ascot's Expert Main, despite a last lap charge by Tom Rockwood (88) that brought him just this close.

I'm supposed to write the story because Bob Read is off to Denver too, so I borrow a pentel from Patti Prestidge (Bob F. Read would never forget his ball-point, I bet) and pretend like I'm working. The sign on the door says "Working Press Only" but if everybody in the Ascot press box met the qualification, AMA half-mile would have more coverage than Watergate.

Ben Foote, the bleary P.R. man sees me lifting a piece of Sammy Tanner's notepaper and slips me a free program (Bob F. Read would never go off without his paper) so I can translate the garbled numbers I'm copying as Roxy reels them off. Helmets and handlebars twinkle in the turns. "It's an off-night," breathes Ben. "Always is, on a holiday weekend."

It was not an off-night for "Little John" Hateley and Tommy Rockwood and Eddie Wirth. Little John won his first Main Event this season and proud Papa Roxy said be sure and get in the story that the new Lockhart Oil Cooler Factory Team of Rockwood and Wirth scored second and third. So I guess it was a good night for Roxy and Donna, too.

The best part of the Ascot show

comes at the end, when the last finisher of the Expert Main takes the checkered flag and they open the gates. The audience drains down out of the grandstands onto the track and the headlights through the back gate converge on the palm tree paddock in the center of it all. It is quite a moving picture. I expect "The End" to fade in over the duck ponds... It must be the Ascot beer.

At 75¢ for parking (less, if you ride a bike) and \$3.50 general admission, even throw in 75¢ for the program, you've got a pretty fair evening's entertainment, in pleasant surroundings, at Ascot. Even on an "off-night."

Results

EX MAIN: 1. John Hateley (Tri). 2. Tom Rockwood (Tri). 3. Eddie Wirth (Tri). 4. Mark Williams (Nor). 5. Ron Moore (Tri). 6. Brian La Plante (Yam). 7. Ron Powell (Tri). 8. Larry Geno (Tri). 9. John Sperry (Suz). 10. Ron Morrison (Yam).
 JR MAIN: 1. Skip Aksland (Yam). 2. John Allison (Yam). 3. Rick Kraft (Nor). 4. Alex Jorgensen (Tri). 5. Ryan Gifford (Tri). 6. Tony Dell (Nor). 7. Earl Myer (Yam). 8. Nick Nazzisi (Tri).
 NOV MAIN: 1. Dan McWhorter (Yam). 2. Steve Ecklund (Yam). 3. Brian Garcia (Yam). 4. Elbert Turner (Yam). 5. Shelby (Yam). 6. Douglas Garrison (Yam). 7. Michael Thomsen (Yam). 8. Ed Ueckert (Yam). 9. D. Smith (Yam). 10. Brent Knauer (Yam).
 TROPHY DASH: 1. Rockwood. 2. Wirth. 3. Moore. 4. La Plante.

ASK E.C.



Got a technical problem that needs expert advice? Send queries to "Ask E.C." c/o Cycle News. Your reply will appear in the paper within a few weeks. Hard questions may take a little longer to answer.

Five quarts in a gallon jug

I'm writing you concerning pipes. I have a 1974 Yamaha 100 MX. A friend of mine has the same kind of bike and put an 80cc pipe that you built on it. After modifying it so it would fit it ran great. Would you tell me what you feel is the best pipe for my bike and tell me what you think of the 80 pipe? Please send me a catalog. I'm mostly interested in TT racing.

Reno Madsen
El Paso, Texas

The pipe for the 80cc engine is not even close to being right for your 100cc Yamaha. (Example: it's more than just a little hard to put five quarts in a gallon jug.) There's not enough volume in the 80cc pipe for the 100cc engine.

A Yamaha 100cc compound angle reed pipe costs \$59.95 and the special exhaust flange \$5.00. If your budget can't handle the \$65.00 I have a pipe kit (which is the same thing but you have to finish it up yourself.) for \$42.47. A catalog is on its way.

An answer to "Gary Nixon"

I have a \$100.00 bill that says the average motorcycle mechanic armed with the Two-Stroke Tuner's Handbook by Gordon Jennings in his left hand and the necessary tools in his right hand, can hop up a motorcycle engine better than that bag of fame, smoke, and hot air known as E.C. Birt. His use of "black magic" in hop up work (Cycle News) 2/12/74 smacks of ignorance and an inferiority complex. In this case may I recommend the two-stroke Tuner's Handbook as a form of exorcism. As for Gordon Blair "putting it together as well as anybody" please show E.C. previous copies of Cycle News where Dr. Blair came in about last, and G. Jennings first in the Cycle News expansion chamber design comparison test. I think the only thing Dr. Blair does better than anyone else is write technical articles which nobody (including Dr. Blair and E.C.) can understand.

If E.C. Birt is an expert on motorcycle tuning and theory, then my name is Gary Nixon.

Robert S. Welborn
Fort Worth, TX

Dear Mr. "Gary Nixon"

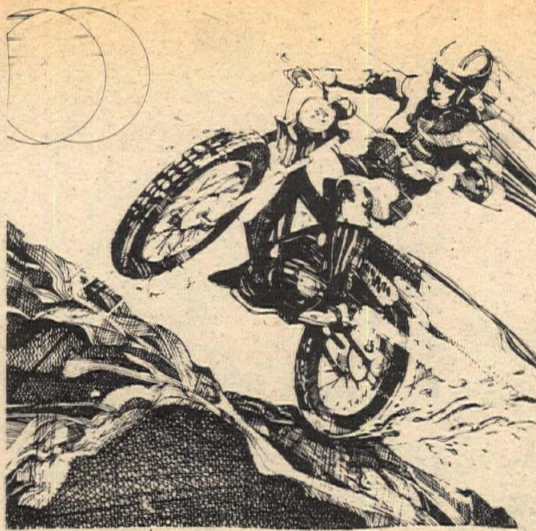
\$100.00! Surely you jest! If not, make it enough to be worth my time.

Byron Wright is my kind of man, the kind that stays up late at night tinkering with his bike looking for that little bit more that he is sure is there.

As for Gordon Blair I didn't say that he was the only one, but one of the few, noted for his two stroke knowledge. Dr. Blair is one of the gentlemen who helped build the Q.U.B.

As for Gordon Jennings, I have read his book (distributed by Webco and available through any motorcycle shop.) It's a very good book and I feel that it would be a help to most two-stroke riders looking for a guide line.

I don't flatter myself as being an expert. The experts are the ones who build motorcycles. Tuners are the ones who take what experts build and make racers out of them.



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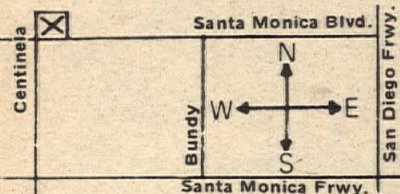
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Rick Burgett (67) had rotten luck with his 250, came back to win Open in a series of come-from-behind charges. Danny Leet leads, temporarily.

Cycle News North

Editor Lane Campbell

Deschutes MX Qualifier: A qualified success.

Story & Photos by Jan Newman

BEND, ORE., MAY 19

Confusion reigned supreme from the beginning of this AMA qualifier with the arrival Saturday of several 125 riders. The AMA list of qualifiers listed three bike sizes but the promoters had a sanction for only 250 and Open classes.

Mort Becker, the referee, decided to run three classes if 10 riders signed in the 125 class. The 10 riders showed and they rode for a slightly smaller share of the purse.

The 250 class rode first. Somehow one or several riders opted to go straight at the first turn taking several others with them who had no space to cut in. Bob Rush (Bul) was the only rider to go down in what could have been the biggest bike heap in history.

Richard Grafton (Hus), Neil MacDannald (Mon), Marty Moates (Hon), Barney Newman (Mon), Bill Cook (Mai), and Marv Azar (Bul) made the turn to head the pack.

By the second lap, MacDannald and Cook had encountered problems and dropped back. Moates broke his chain and Newman had moved into second to start eating the distance between him and Grafton. He moved into first after about five laps and began pulling a lead which grew to 22 seconds before the Montesa blew its innards at the end of the 18th lap.

Moates inherited the lead with Tim Wright (Hon) second and Mark Tyer (Hon) third. Wright dumped it and Tyer went by Moates for the win. Cook worked up again to third. Scoring on this moto took all day with 37 bikes



Pit board tells the tale for Pat Wilson and Mark Tyer in the first 125 moto. Tyer soon turned the trick and hid.

and just enough mud to mess up all the number plates.

The second moto had a smoother start and scoring was down pat. Moates, Grafton, Kevin Nofziger (Hon) and David Carlson (Hon) got off first. Rick Burgett and Marv Azar were still in the corral with their Buls when the rest started.

Moates and Grafton held their positions all the way while Burgett put on the show behind them. He chewed his way all through the pack to Nofziger who also became a victim in the late laps. (Burgett was one of those forced into the Wrong Way Harrigan group on the first scratch.) A couple of laps later he got in a crowd in the back woods and hit a van, which left him with a broken bike and a DNF.

James Watson (Hon) led the 125's to the first turn but by the end of the first lap he was looking at the backside of Pat Wilson (Hus), Mark Tyer (Hon), and Kirk Severson (Hus). Tyer soon grabbed the lead, then ran and hid. Severson pushed Wilson for second several laps before Wilson dumped it and dropped to sixth. Severson held on tight until

Frederick Joehnck (Bul) pulled up to play switcheroo with him a few times before he gained control of the spot.

Joehnck got the hole shot on the second race but yielded to Wilson who stayed there to the end. John Keese (Bul) moved up to duel with Joehnck and eventually took second. Tyer finished fourth but was never a threat in this moto.

Daniel Leet (Mai) got the big bite in the first Open race which left Rick Burgett (Bul) and Bert Noble (Mai) in the second corner untangling their bikes while everyone else went by. This had to be the race where everybody got their money's worth. Leet just kept leading.

Kim Momb (Yam) held second until Gordon Ochs (Bul) started pushing and Momb started making little tiny mistakes that cost him.

Meanwhile, the real action was at the back of the pack — headed forward in a big way. Rocky Hardland (Mai), who was thirteenth off the line, and Burgett were coming on. Burgett got halfway there and dumped it. He lost several places but charged right by again. The

two of them moved up to make a real dog fight for second. After several laps of the Siamese twins act Burgett grabbed the spot and headed for Leet who had led the race, so far. With only half a lap left Burgett charged by.

Richard Schilling (Mai), Kris Morgan (Kaw), Tom Darrah (Hus), and Michael Hamel (Mai) took off first in the last race. Leet was late off the line and polished it off with a crash that left him with no saddle. Darrah pulled over with bike trouble in the second lap and Schilling came out of the woods in eighth. It was now Morgan, Henry Halbach (Mai), and Burgett. Burgett moved up to take the lead and Hamel went to second as Halbach dropped out with a broken shock.

Bill Cook (Mai) moved by Morgan and worked on toward Hamel who also lost out. Then it was Cook's turn to join the list — his bike conked out. Lots of company there. Ochs' bike quit and Hardland lost his entire pipe. Burgett wound up with time to play games out front.

As mentioned before, the first 250 race took all day to score. This held up the 250 pay-off which led to another problem.

AMA isn't too clear on most things pertaining to motocross — we all know that. They aren't any better in informing their referees on their end of the game. Mort Becker is the only local AMA referee and he is at home with flat track which has a totally different payoff system.

Then AMA provides only a sketchy system for motocross which leaves much to be figured out on one's own. At any rate — the 125 and Open classes were paid so they could be on their way while the Overall 250 finish was being figured. That's when the roof came in on a long hard day for a man in a totally foreign field. The Open class had been figured wrong and they all got away with too much money leaving the 250 class short. Needless to say, they'll be hearing from somebody soon.

High School MX spreads northward

By Rex Backman

SUSANVILLE, CAL., MAY 18

Lassen High's first annual motocross came within one thousand feet of being snowed out. A late storm that had spread a blanket of snow three inches deep on the surrounding highways failed to touch the motocross track.

The organizer of this school board sanctioned motocross was the Lassen High Auto Shop teacher, Doc Blevins. The idea came up when one of his classes was sitting in shop talking about what they could do to raise some money.

At first, school officials were surprised, and not very sure what to say. The riders, parents, and some faculty members, with the support of local cycle shops and stores, went in front of the Board of Education and outlined their plan. They were granted permission to run the race. A local track was donated at no charge (as long as it was kept clean, which it was). The Lassen group got a medical insurance policy of up to three thousand dollars per rider, plus liability coverage.

When letters were sent out to local high schools in April to see if they would want to participate in the event, nine schools said yes.

On the Friday before the race a storm hit the area. Blevins assured me the race would go on even if they had four feet of snow, (quite the opposite of some southern California promoters).

Riding a school bus to the event Saturday morning I had a feeling the event would be run in that four feet of snow as the bus went over the road blanketed with three inches of snow. But when I arrived in Susanville the track was dry and the sky clear only to be darkened once or twice during the day.

The course was about three-quarter of a mile long with a few jumps and dropoffs mixed in with the whoopdies that got rougher every lap.



In High School MX, as ever, first is a good place to be on a dusty track. It snowed everywhere else.

In the 100 class Jeff Polan (Hod) got the win after fighting off charges by Boyd Treece (Hod) and Rex Backman (heh, heh) in the first moto. The second moto was a repeat of the first except Craig Patterson (Kaw) was added to the leaders. Polan went on to win all three motos and gather a bunch of points for Lassen. Boyd Treece took second and Craig Patterson third.

The 125 class was taken in by Bill Booth of Hug High in Reno who won all three motos on his very quick Honda Elsinore. Booth was never really troubled all day as he cruised to the undisputed win. Scott Forbes of Orland High was second with consistent rides. Wayne Patterson (Hus) also of Hug got third place to lengthen Hug's lead over Lassen High.

The first moto of the 250 class was restarted after a rider went down in the first turn. The rider had the wind knocked out of him as the only problem. Craig Cain of Paradise jumped to the lead at the restart on his Honda. Cain lengthened his lead over the rest of the pack to over fifty yards on the tight track. Halfway through the moto he retired for the day with electrical problems. Jim Beach (Hon) went on for the moto win and eventually the Overall win withstanding charges by Dan Peterson (Bul) and Randy Winship (Hon).

The Open class was to have been run with the 250s but the school received more entries than expected. Del Becker of Oroville on a new Kawasaki 450 took the win with two wins and a second in the three 10 minute motos. Mark Nessler (CZ) got second for Loyalton and Surprise Valley's Ron Kultti (Yam) took third on a Yamaha.

A faculty race with about seven entries riding different bikes proved to be the funniest event of the day.

The race was run well. Everybody knew what they were supposed to do. The only complaint was that the Experts and Amateurs rode with the Novices. The races were on time. Dust was kept down with the water truck. Pit racers did not exist.

Results in the Results Section.

Benefit short track

By James Brammer

SANTA ROSA, CAL., MAY 18

Wade Boyd won the 250 Expert class on a very wet track after a downpour rain ended at four o'clock. Boyd took the lead in the Main from Dave Faria (Ossa) and later held off Larry Drew (Ossa) who came up from fourth. Drew held his front wheel in place on the outside of Boyd's rear for several laps to the finish. Dave Faria finished third with Jim Coats in fourth.

In the 200 Junior Final, with John Gerhardt leading, a battle for second

between two very determined riders ended with Jim Mertens and Lonney Kerley crashing together on the front straight in the closing laps. Rod Baggett and Steve Young were then in line for second and third.

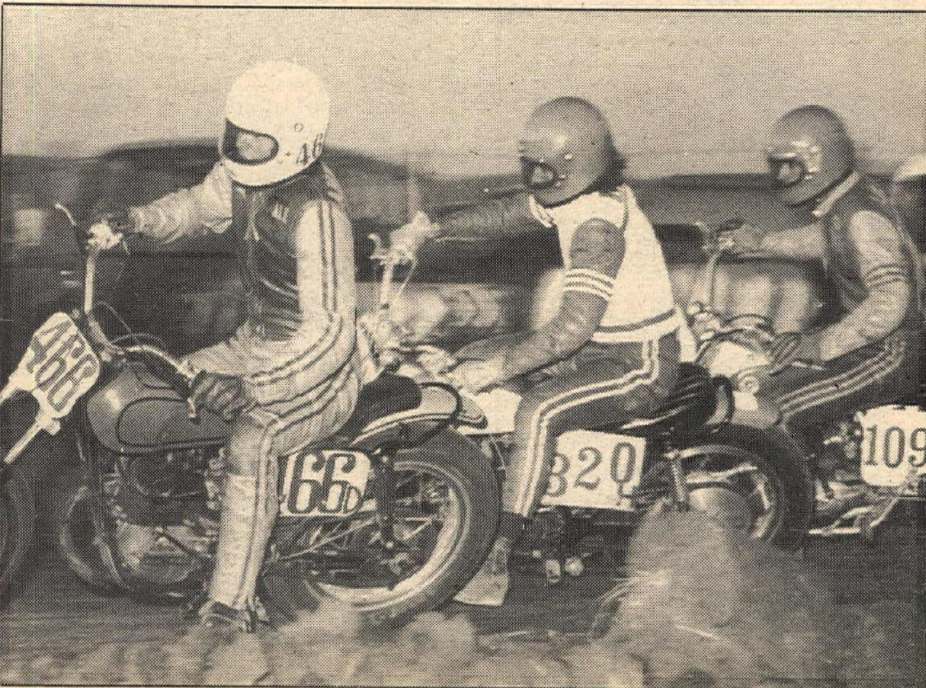
The annual benefit race opens the 1974 short track series by the North Bay Motorcycle Club. The proceeds from this opener added to the previous year's benefits exceeds \$10,000 contributed to the Grace Reese Center, a school for severely mentally retarded and orthopedicapped children.

Results in Results Section.

Ron Sarver (39F, Bul) high-pressures Lee Dolcini in 360 Expert. In fact, he looks about to run over Dolcini's foot!



Alex Anderson (466), Pat Lawler (109) and unidentified sandwichee in fast Fremont traffic jam.



Hot nights at Fremont

By W. H. Spencer

Short Track

FREMONT, CAL., MAY 10

Fremont Raceway's super fast short track appears to have finally dried out and with it the superior traction has reverted to the table top hard surface that has made track manager Harold Murrell such a famous prep man.

Topping the night's racing action was Chuck Miller's win in the 360 Expert Main. Miller (Yam) rode the second spot to returning Expert Dave Bellina for six laps until the old man got wide and slipped off the pace. Miller led the last four with Manuel Datan taking yet another second. That gives Datan Overall point lead, four points ahead of Jerry Kole, John Hlebo and Miller.

The 250 Expert Main was halted at the eight lap mark when Kelving Deemer got in a super bad tank slapper, getting off and having to take a ride to the hospital with a concussion. Taking the win was Ricky Graham, who just couldn't figure out how come he was fat out in the lead. He was as surprised as the rest of the pack with Bruce Brown second over Danny Young and John Proto.

Mini-bikers are still growing. Despite some not liking the "no 100s" rule, the racing seems to be better for it. The lack

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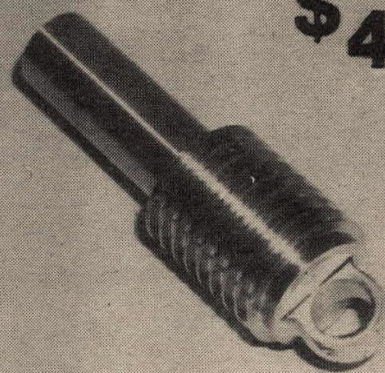
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of the mini-bike kids riding motorcycles just looks better. Ricky Ryan won the 60 class over Mike Fruzen and this should be his last week as a Junior. Brad Brown survived better than Robert Bacosa to win the 60 Novice Main while Larry Krusemann took the second Junior spot behind Ryan.

Doug Baber ran the gambit of fourteen 80cc Novices winning over last week's winner Jimmie Soto. Ken McRae was all smiles in third place for his first trophy since last year.

Scrambles

FREMONT, CAL., MAY 11

Old timers dominated the heavy-weight classes in tonight's running. Duane Spence eased into the 650 Expert win over Hank Sanchez while veteran John Hlebo won his second 500 Expert Main of the season and put his name back on the list of riders competing for Black Plate point honors.

For the 250 Expert win, Dennis Souza capitalized on Pat Brown's absence and beat out John Proto to leave Proto with more seconds than he really needs. Actually the consistency of it all will keep him in the hunt and if Brown returns, he can still try for another second.

Shawn O'Daffer pulled everything together to win the 200 Novice Main with some fancy footwork aboard a rather trick Bultaco. The Los Gatos flash may well turn into a super rider, despite his uproarious pit crew. Brett Matheny took second over Ronnie Stoutt for his first trophy in some time. Matheny had broken his arm twice last year, so his father and brother made him take karate and judo lessons to develop strength. It works.

Alan Wood won the 125 Junior over Mark Murray and Randy Mamola making that class about the toughest one to ride these days. The only guy that got eliminated was a crasher, the rest of the 13 entries stayed quite close together for a great show.

Results, both nights, in Results Section.

CMC short track

By Hayden Campbell

CHICO, CAL., MAY 18

John Grant (Yam) put on a fine showing tonight with a win in the 360 Handicap Main over Lowell Moulal (Yam) and Dick Turner (Yam). All three had to work their way from the 60 yard line and that's a lot of ground to make up.

200 Handicap action appeared to be the best race of the evening with Bruce Koistinen (Bul) and Bruce McMorrow (Bul) swapping for the lead several times. Koistinen came out on top with McMorrow taking second and Keith Moore (Bul) third.

After a re-start in the 250 Novice event, Paul Meyer (Coop) jumped to an early lead, but Matt Jackson again proved he was too much for the 250s and took it away for the win. Meyer finished second with Les Calvert (Bul) third and Joe Ryan (Kaw) fourth.

The 200 Novice was again close with McMorrow winning over Koistinen this time.

Results in Results Section.

Sunday in the sun

NRA motocross at Valley Cycle Park

SIMI VALLEY, CAL., MAY 26

Results

Mini: 1. Lance Sloane (Hon); 2. Steve Bren (Hon); 3. Jerry Little (Hon); 4. Todd Hubert (Hon).

Powder Puff: 1. Kim Herbert (Hon); 2. Denise Duncan (Hon); 3. Karen Abbott (Suz); 4. Bruce Burger (Ric); 5. Jon Wilgus (Yam-Beg); 6. Craig Spurney (Hon-Beg).

100 Beg-Nov: 1. Robert Kershaw (Suz); 2. Mike Shoemaker (Yam); 3. Dan Walker (Yam); 4. Thad Friday (Suz); 5. Kit Anderete (Hon); 6. Dave Uguhart (Hon).

125 Nov: 1. Rick Kershaw (Suz); 2. Haystack Whitlock (Suz); 3. Gary Kneiper (hus); 4. Craig Egerman (Hon).

250 Beg: 1. Jeff Beard (Yam); 2. Jeffrey Abbath (Suz); 3. Wes Sutton (Mai); 4. Tom Webb (CZ).

250 Nov: 1. Rick Diedrich (Bul); 2. Tim Watkins (Mai); 3. Chuck Lanzarone (Mai); 4. Tom Zahner (Hon); 5. Buddy Romano (CZ); 6. Don Hansen (Mai).

500 Beg: 1. Chris Nielsen (CZ); 2. Mike Bergin (CZ); 3. Robert Abbott (Suz); 4. Tom Samuelson (Mai); 5. Eric Wachter (Hus); 6. Jim O'Neal (Mai); 7. Jeff Browning (CZ); 8. Wes Sutton (Mai); 9. Tom Webb (CZ).



Aside from the personal victories realized, this may have been the best spectating of the day. She and friend both looked OK on a CZ.



NRA consistently presents reasonable, decently organized, affordable motocross in Southern California. The program often is expedited by combining classes. The Mini-100-Powder Puff class knocks over the start gate. It's embarrassing when a "Beginner" wins these combined events — to everybody except the cherry-picker.



Jon Miller took the 250 win on a Mk VI Pursang in a small Expert turnout on a well-prepared Valley Cycle Park course.

Distaff racers did their hair under the water truck after the motos.



Bikers win with BLM Advisory Council

By Leslie Richards

LOS ANGELES, CAL., MAY 18

The usually glib and well prepared environmentalists were left in the dust by the hard-hitting and factual testimony of a number of ORV enthusiasts at a hearing held by the BLM National Advisory Board Council, Saturday, May 18 at the Airport Sheraton Hotel.

Bob Hayes (M.O.R.E.) described the past 40 years of unrestricted use of the desert by offroaders in such harmony with the environment that the new breed of extremists can find no evidence of the hundreds of events and thousands of hours of playriding, and now propose closing these "virgin" desert areas pending environmental impact studies.

Beula Edmiston (Desert Protection Council) voiced her objection to the unequal representation of the Advisory board. The members (wildlife, mineral and forestry experts, conservationists and a couple of state Senators) are biased by their own interests, she felt. It was her opinion that the board should be composed of environmentalists, as they represent all of the people. [And they accused Roosevelt of trying to pack the Court!]

Hildamae Voight (CORL) did some quick arithmetic with some BLM figures and estimated that on any given weekend there are just under 5,000 visitors in the 12,000,000 acres of publicly owned desert. She warned that with 93% of the desert effectively closed to these families on diversified outings, the remaining 7% is already beginning to show definite signs of over use. Ms. Voight offered to make available slide presentations documenting the amazing regenerative powers of the desert, including a series showing how plant life along highways soon becomes denser than that in the undisturbed surrounding areas. (That's because water is a byproduct of combustion...Ed.)

Joe Edmiston (Sierra Club) used his allotted five minutes to deplore offshore drilling, a very valuable insight, as I'm sure the Board was as unaware as the general public that offshore drilling has become a problem of desert management.

Tom Anderson (CORVA) relinquished his time to allow Dick Moon to deliver his full presentation, making it the most effective of the session.

The next speaker identified himself as a botany professor from a local university. He noted the lack of rainfall on the desert — which, he informed a surprised audience, is what makes it a desert. He went on to explain the fragile nature of these plants which have survived centuries of sandstorms, drought and extremes of temperature. To preserve the tranquil surroundings for these delicate plants, he said, it is imperative that we close the desert to people now, to preserve it for future generations.

Dick Moon (CORVA) followed, wondering aloud which specific generation were we being asked to save the desert for. He cited increasing physical and mental disorders stemming from the stresses of city life, pointing out that open spaces available for recreation for people (our most valuable resource) are no longer just a luxury, but a necessity. Moon went on to document the regenerative powers of the desert and the first signs of permanent damage caused by compaction into the 7% of the desert remaining open.

The following morning the Board members were bussed to Lucerne Valley in time for the start of the Fox Hunt D-37 Hare Scrambles. Due to wisdom and foresight in placing the start on a dry lake (a virtual dustbowl that particular windy morning) observers reported no increase in dust when the flag dropped. The Board then went on to Glamis Sand Dunes to observe dune buggy events. They were reported to have enjoyed themselves very much.

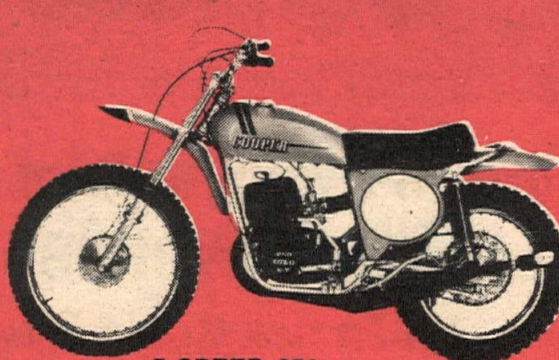
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5-SPEED 250
ENDURO

April 27, 1974. SAM LYMAN won 250 Expert Enduro and 2nd Overall on COOPER Enduro in the "Gringo 100", Baja California.



5-SPEED 250
MOTOCROSS

May 19, 1974. MIKE TODD won 250 Motocross Expert at Valley Cycle Park. 1. MIKE TODD (COOPER) 2. Mark Hateley (CZ) 3. Rick Salmon (Maico).

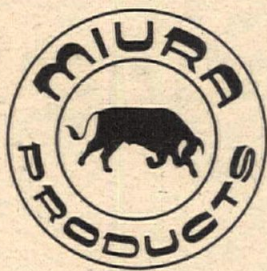
May 19, 1974. ROD RAMER won 250 Class at Saddleback. 1. ROD RAMER (COOPER) 2. Tom Burgess (Yamaha) 3. John Hagar (Bultaco).

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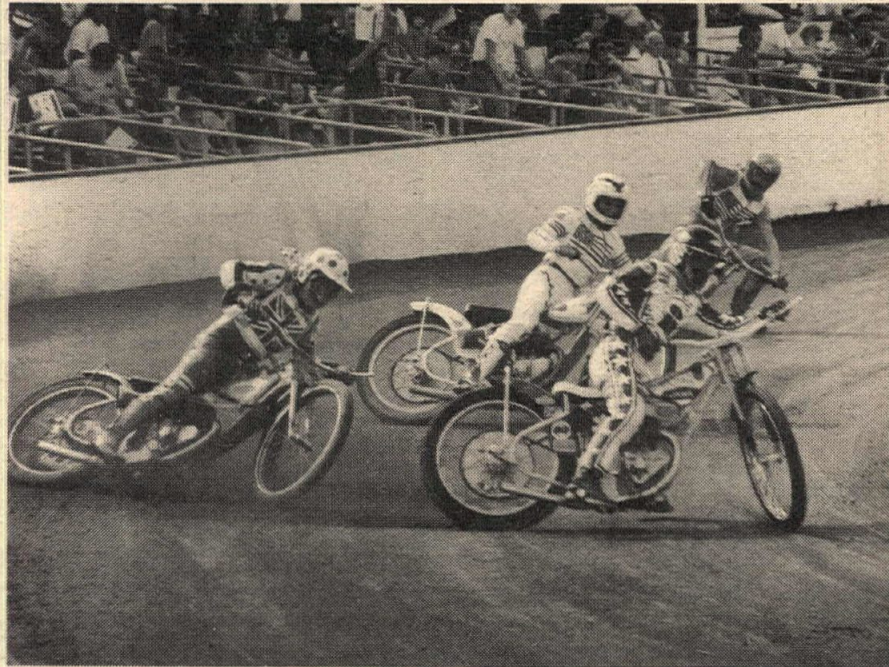
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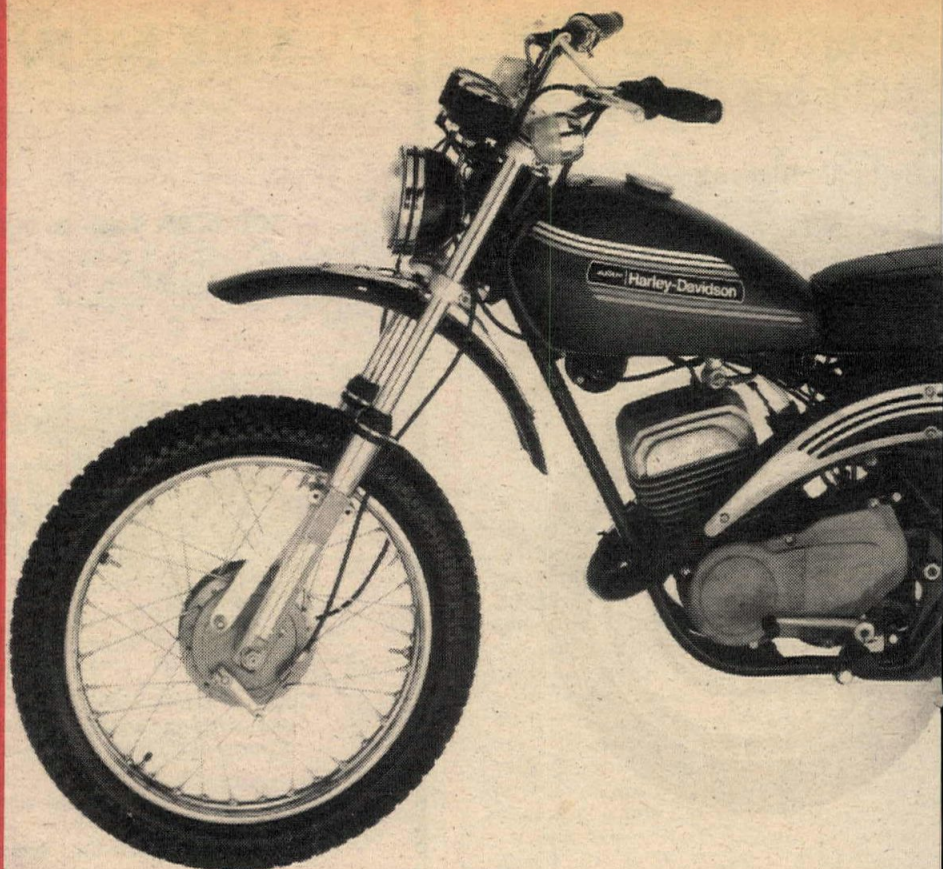
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Riding Harley's new

By Don Woods

Sportster riders take heart, Harley's now got a woods bike for you.

With the lowered speed limits,

it makes a helluva street machine, but how will a 270 pound, 175cc machine go through the woods, which is what it looks like it was designed to do? These were the thoughts that were going through my head as I took my first ride on the first Harley-Davidson seriously designed to

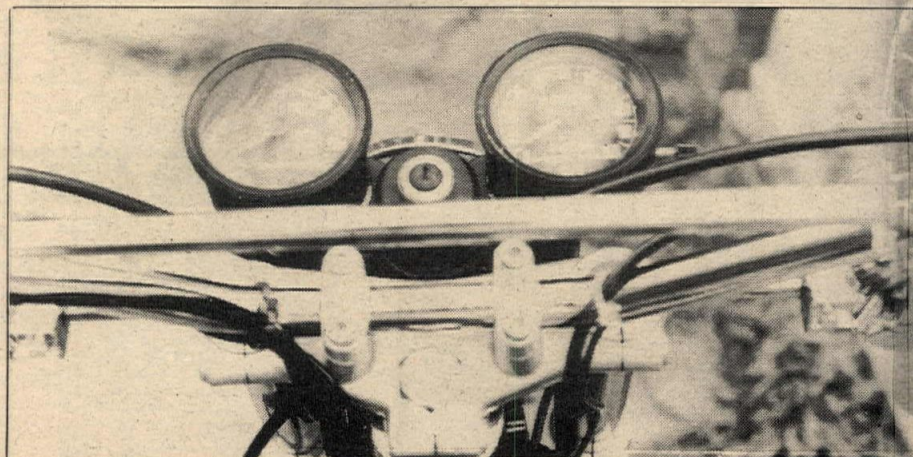
compete with the foreign dual-purpose bikes.

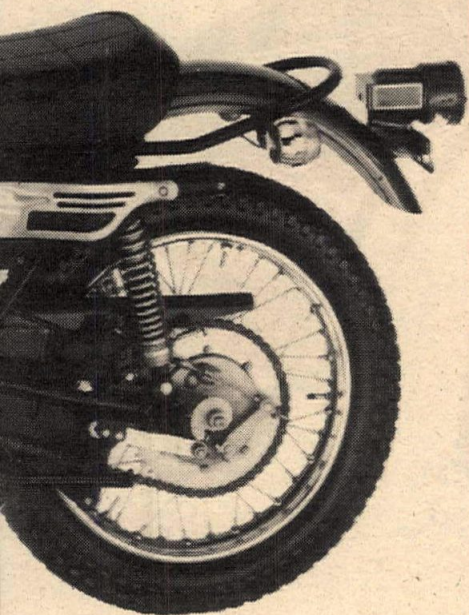
A lot of people will take one look at the new SX-175 and say that it's just another of those Italian jobs that fill out the AMF Harley-Davidson line. Let's take a quick look at what our only (for all practical purposes) American manufacturer is doing nowadays.

Far right: A baby Sportster for the woods?

Center: 175cc Harley 2-stroke features chrome bore, gear drive, primary clutch which is needed for starting with the clutch pulled, because Sachs must have gotten all their neutrals.

Below: From over the handlebars it looks like a Japanese bike.





SX 175

In an effort to compete with the import invasion, Harley got involved with Aermacchi in Italy to have a line of small bikes. For years they have taken a basically outdated motorcycle and tried to offer something for the Harley buyer who didn't have much money. He wanted to buy something that was red, white and blue.

In these days of high-powered international finance, AMF has seen fit to let Harley really have an American small bike. So starting with your 1974 models, you'll be able to buy an Italian bike that has been made in York, Pennsylvania.

AMF had this factory available in their manufacturing complex in York. It puts people to work and stimulates the economy. The factory was previously used to build bombs (the exploding kind).

Before that ride through the woods,

let's go over the bike and see what your \$795 is getting. After having seen all the '74 models, the quality control of the new Harley is like a refreshing breath of spring after a long, cold winter. (If you've been riding bikes more than six months go over some of the new Japanese bikes and take a look at the orange-peel paint, sloppy welds, etc. It reminds me of the last few years of looking at the degeneration of the English motorcycle and automobile industry. Of course when you're selling everything you can get, regardless of the selling price, I don't guess it matters much. Or does it?)

Well, anyway this particular SX 175 wasn't built in Pennsylvania, but in Italy so you better check on the American factory's quality control if you decide to buy one.

If you're wondering why the bike weighs 270 pounds, it's pretty obvious when you go over the machine. Everything is built to take a beating. The levers, forks, shocks, frame are all designed to last more than a few months. The engine is almost a departure from the rest of the bike. It is light, compact, and mostly aluminum. It has a hard-chrome bore inside its aluminum cylinder. Other manufacturers have also tried this method. One of them wins almost all the time at Daytona, using cylinders on their racing bikes just like this.

You can justify some of the fat by the well done construction methods, but that's not really the reason for the weight. Harley also has a new 250cc off-roader that uses exactly the same pieces, including the beautiful engine. The only difference is the cylinder size. You can look at it two ways: AMF is saving money or you're getting some free steel.

Instead of plastic you find steel fenders, nice VDO instruments, and even turn signals that are hard to tear off. It may be heavy, but it's the way to build a motorcycle when you want it to be around a couple of years from now.

My first woods ride on the bike was not intentional. Actually, I was checking the top speed of the machine. (You may think that testers have some secret proving ground they take their machines to. This is what I thought when I was a kid and had visions of being a big-time motor journalist.) Well, what I was doing, was running the hell out of the bike down the freeway. Suddenly my secret testing ground had been taken over by the blue flasher, resulting in my first woods test of the machine. This first test did not do much to further this report but, I did manage to elude the blue flasher!

When I had first ridden the bike, I noticed that it had good acceleration. So much that I managed to do-in a 185 Suzuki that weighed out at 211 pounds. Usually, when you have good street

acceleration coupled with a lot of weight and a small engine, you don't have what is known as a "stump puller."

The Harley will hold its own in the woods, though. It has a nice, soft-riding Ceriani suspension system and a long wheel base that would allow you to ride on the seat except for one small detail — the seat. The seat cover is so slick that it is all you can do to remain on it when you turn the throttle. If you are on the pegs, it's fine, but sit down and gas it and off you come.

It has really been dry this winter in my test area, so I didn't get to see how the bike would handle the mud, although I have found that the rider means more than the machine in the mud. It'll climb a hill and handle the rough stuff pretty good though, and it is one of the most controllable bikes to slide that I've ever seen. It was fairly warm during my woods riding so I had on some regular pants. I noticed that the exhaust didn't burn me, even though I could tell it was there. The exhaust guard goes back far enough to protect a passenger.

The sturdy levers I mentioned earlier held up well during my brief race away from my top speed test. I vaguely remember hitting some trees and laying out some new trails for the next enduro. This machine doesn't bend easily. I think the engine will manage also. I got the clutch very hot once when I was threading my way up a rock-strewn hill. The clutch returned to normal as soon as I hit a fast trail.

The first night I had the bike I left it in the back yard and fortunately it got cold enough to give it a good start test the next morning. It took three kicks, dew and all. The last time I rode an Italian bike I couldn't get the Dell'Orto carb to work when the engine was cold and the carb fell apart after a few days of hard riding. They now have their act together and have out-Mikunied Mikuni. The engine never once stumbled and I'm sure some of the wide, even power range can be attributed to the carb.

The five-speed transmission is the slickest I've ever tried. You can speed shift to your heart's content and it gets better and better. It's got to be the best shifting transmission I've ever used. It is not without fault, though, because you can't find neutral after the engine warms up.

Since it was dry, the trails-type tires worked well, but the serious woods rider will want knobbies. The American built version will come with Carlisle tires, but they'll probably still be a trials type, which is good for neither wet streets or wet woods. I kind of like them when you're riding on anything dry. They break loose real good on the street. ("Hey man, he's some rider.")

The more technically minded of our readers may want to know the engineering details of how Harley has

built the inside of the engine. You can read all that in the monthlies. There is a spec sheet at the end of this article, but it won't tell you what you need to know, just like those monthlies. After having abused the engine in the kind of use that the average American rider will give it, I have to say that it was designed for just that kind of abuse.

It has a capacitive discharge ignition that really works. You can take the lights off without being an electrician, the ignition is separate from the battery system, and the gas tank is big enough to take you on a 100 mile enduro without making three pit stops (other manufacturers please note).

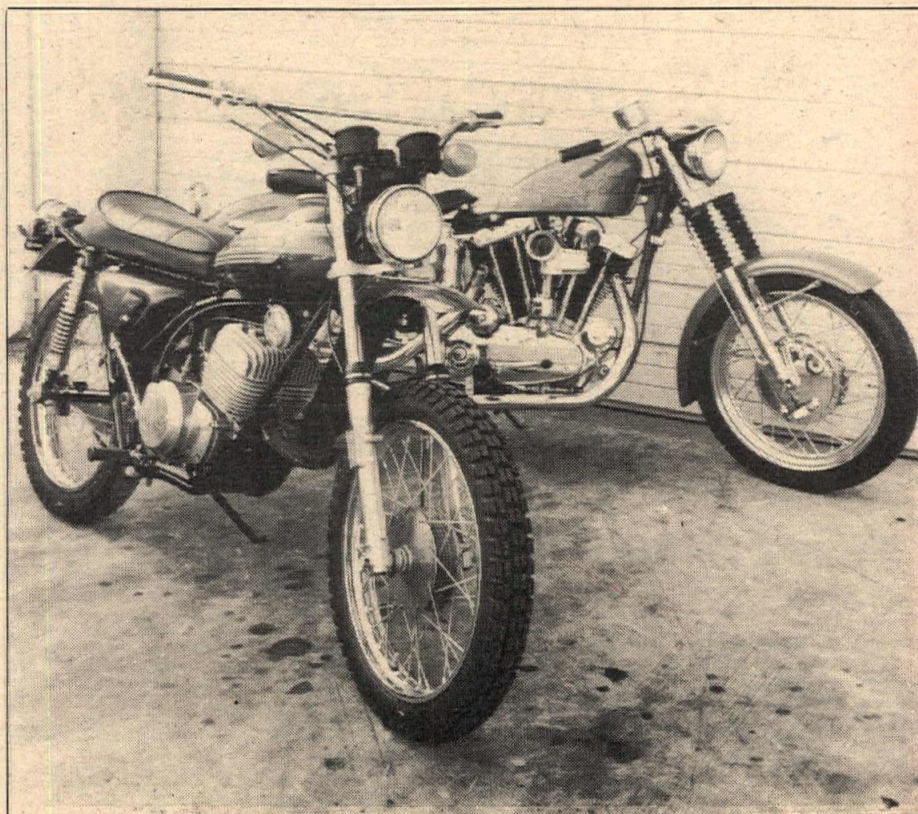
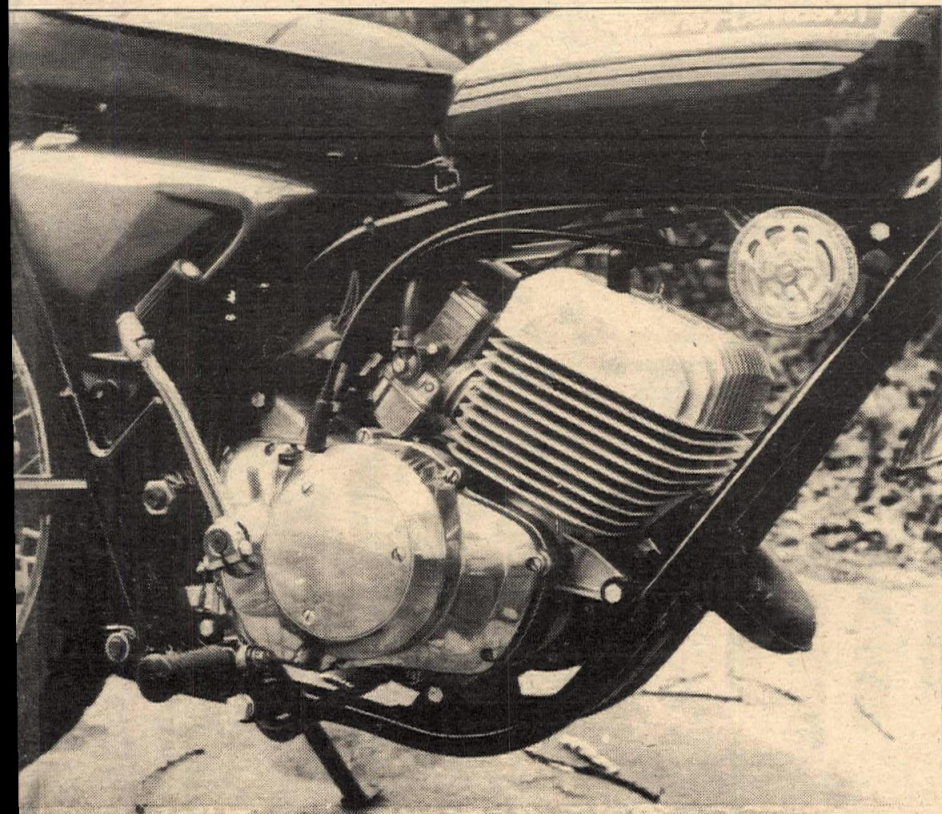
Well, what's it good for? It won't beat the bamboo bombers; it's too heavy. You might out-drag an occasional bike, but in the woods the hot stuff is still hot. A Sportster rider would fall in love with it for all the right reasons if Harley would fix the seat so that he could sit down while riding. It makes a good freeway cruiser, with a genuine top speed of over 75 miles per.

The speedometer and tachometer are matched in high gear. (5000/50, 6000/60) and they are nice to watch while riding down the freeway. With the neat suspension and good power, it will be more than competitive on the desert. But you're dreaming if you think you can strip 75 pounds off it to make it competitive in eastern type enduros.

For a first dirt bike it's just about perfect. You can misuse it for several years and you'll still have something to trade in on your next bike. It's very forgiving and will keep you out of trouble when you're in over your head. I guess it's really a hell of a bike, I'd just rather wait and see their 250.

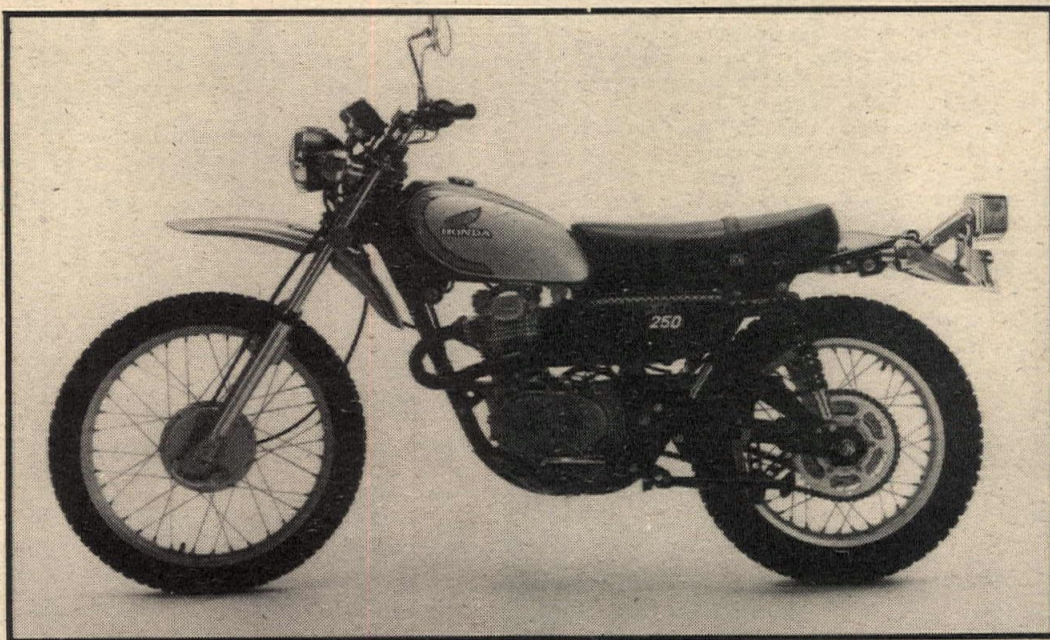
Specifications

Engine	 2-cycle, single cylinder
Bore & stroke	 2.40x2.34 ins.
Displacement	 174cc (10.62 C.I.)
Compression ratio	 7:1 actual
Clutch type	 Multi-plate, oil bath
Carburetor	 27mm square slid Dell'Orto, concentric
Primary drive	 2.8:1 helical gear
Final drive	 5/8 pitch x 1/4 width x 400 roller diameter chain
Final drive ratio	 3.61 : 13-47
Transmission	 5-speed constant mesh. Positive stop shifter mechanism.
Starter system	 Primary kick start
Front fork	32mm diameter tubes 6.29 inches travel
Brake diameter, frt. & rear	 5.315 ins.
Brake type, frt. & rear	 Single leading shoe
Chassis type	 Double down tube, rectangular section main tube with integral oil reservoir. Deep groove ball bearings in steering head.
Rear suspension	 5-position, adjustable hydraulic shocks.
Gas capacity	 2.7 gallons
Oil capacity	 1.76 quarts
Electrical equipment	 12-volt battery, alternator, headlight, turn signals, taillight, spotlight, horn.
Ignition	 CDI



1974 CYCLE NEWS POLITICAL ENDURO

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Checkpoint Number Six, June 7, 1974

Write a letter to one of your U.S. Senators on a motorcycling-related topic of your choice. Tell him your opinion on that topic, and ask for his. Mail your letter on June 7, 1974, and send Cycle News West, Department Political Enduro, Box 498, Long Beach, CA 90801 a copy postmarked June 7.

The Cycle News Political Enduro's last checkpoint will be announced in the Cycle News dated July 3, and on sale June 25. The person completing the enduro with the least number of points wins a brand new Honda XL250K1, delivered in September, 1974. Winners will be announced during July, 1974.

The skill contest void where prohibited by law. Cycle News, Inc. employees, contributors, and their families are not eligible. All judging will be done by Cycle News, Inc., and all judging decisions are final.

American Honda, URA, AMC, Flanders Co., and Cycle Magazine have already promised prizes for Political Enduro winners. There are more prizes coming, too. Interested businesses contact us for information on contributing prizes.

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A.C. Bakken (Hus) was first virgin.

Running naked at the D-37 Virgin Run

By Jim Stewart

Photos by Marcia Holley

FOUR CORNERS, CAL., MAY 26

The Master Links famous Virgin run promised a peak at a naked tootsie on the second loop. She must have been equipped with a

lot of sun tan lotion to keep from burning, as the race ran in 100 degree plus weather. It was so hot that most riders would have traded away a look for a cold beer.

The camps were alive with partying desert racers late into Saturday night. Several groups were shocked when a bunch of Rovers MC members wearing only their club jerseys pulled up and bare assed everyone in sight. They even went as far as to streak the Stumpjumper camp, not just one or two of them, but fifteen Rovers running bare ass led by one member waving a Rover banner.

At the bomb it was A.C. Bakken (Hus) riding incredibly smoothly with no one near him on the long, slightly rough, and tight smoke bomb run. Behind was Benny Padilla (PDV) and Art Knapp (Hus). A.C. was not going to be caught this weekend, riding the race out in front.

Coming through the pits running a strong second was Art Knapp. The first loop was a very fast 45 miles and the first riders used the power of their 400s to their fullest. Following in Knapp's wake was, Bob Balentine (Hus); first

250 Tom Brooks; second 250 Benny Padilla; Keven Hasten (CZ); Wayne Cooke (Hon); old man Smokebomb (Yam) and Byran Bennett (Yam).

Tom Brooks came back right after leaving the pits with a flat tire on his brother's Bul, (Cordis is out for awhile with a broken collar bone). Art Knapp held on to second Overall, second Heavyweight, and Balentine also held the position he was running through the gas up area, third behind Knapp. This is the second weekend in a row Knapp has finished second Overall, which is not bad for a young man of 40 plus.

Benny Padilla took advantage of Brooks' flat tire by moving into the first 250 spot. This is Benny's first class win aboard his recently acquired PDV Gringo. It has taken him up to now to work the problems out, but now should be able to finish way up in the 250 class every weekend. Wayne Cook slipped past Kevin Hasten on the second loop, and pulled into the finish at fifty Overall second 250 Expert aboard his Tom Sawyer tuned Elsinore.

Kevin Hasten let Cook and Smokebomb be on the second loop, but they were to be the only ones that were to force their way past Hasten's 400 CZ.

Seventh Overall, fifth Open Expert, was his final finishing position. Bennett stayed in the same Overall position he was running through the gas, eighth Overall, sixth Open.

Mike Candillo, since he started riding a big bore Bul the first of this year, he has been consistently finishing in the top ten Overall. This week he worked his way up to ninth Overall, seventh Open. Dave Laprik has also been finishing consistently in his class (the 250 Expert class), a class in which about ten riders have a chance for the number one plate, Laprik included. This weekend added to his point total, with a tenth Overall, third 250.

Andy Kirker has been taking more than his share of 175 class wins this year, and is looking for the next year, possible in his class this year, after missing several races while recovering from a broken collar bone he got earlier this year. Ron Holst is also very consistent in this class this year getting a second this weekend. Division II steward Ron Hall will be adding a lot more points to his total this year as he was third 175 Expert aboard his Puch. Hall's another good example of what consistency can get you, finishing almost every race is a good start for getting a one digit number like Ron's.

Larry Roeseler was riding like the number mounted on the front of his bike, one, when he came through the pits. First Trail at twentieth Overall. Unfortunately for Larry this was not to last to the finish, as Bruce Ogilvie finished ahead of him. This was another of several wins for Ogilvie this year. The battle for the number one plate in the Trail class this year should be interesting between these two riders and Bob Rutten. All have picked up more than one first in their class this year.

Mike Powers and his Action tuned Husky were the winning combination in the Amateur class, getting first Overall Amateur and first open yellow sticker. The Yamaha of Rick Austin was second Overall Amateur, but first 250. Roger Reed, who is a Trail Expert, gave the 250 Amateur class a try this weekend and liked it as he was second 250 on his new Penton.

To no one's surprise who keeps track of the 175 Amateur, Robbie Parma (Yam) picked up yet another in a string of firsts, Robbie is always looking like he is in complete control. Mark Zimmermann (DKW) and Bob Orneals (Yam) maybe never saw Parma, but were still happy with their class finishes of second and third.

Mike Brown of the Desert Squirrels was leading the Novice charge at the bomb, but couldn't keep his Yamaha ahead of the CZ of Ed Rodine who lead the Novices into the home check.



Kathy Anglin (DKW) won the Powder Puffette class again.

Brown kept charging and the CZ of Rodine gave up thus giving the lead back to Brown and the checkered. K. Ohlinger also on a 250 was the next Novice to receive his finisher pin, ahead of three more 250s piloted by Joel Stanlavich, John Karell and Williams Wolfson. 1154 Open Novice was next at Sixth Overall Novice and he was first Heavyweight to finish. Andrew Thalmann, who has to have the lowest 250 Novice number in existence — number 88x, separated the first Open Novice from the first 175 Novice, M. Alexander.

Having to go only one loop again this weekend, blazing fast Gregory Hatzenbuehler (DKW) rode in for first Trail Novice, ahead of John Tarrant (Hon) and Tom Rutten (Hon). Kathy Anglin (DKW) was again first Powder Puffer.

Results

By Sue Phillips
Open Ex: 1. A.C. Bakken (Hus); 2. Art Knapp (Hus); 3. Bob Balentine (Hus).
Open Am: 1. Mike Powers (Hus); 2. D.L. Brewer, Jr. (Yam); 3. G. Finlay (Yam).
400 Nov: 1. 1154; 2. R. Beesley (Hus); 3. N. Scott (Yam).
250 Ex: 1. Benny Padilla (PDV); 2. Wayne Cooke (Hon); 3. Dave Laprik (Yam).
250 Am: 1. Rick Austin (Yam); 2. Roger Reed (Pen); 3. P. Cloward (Yam).
250 Nov: 1. Mike Brown (Yam); 2. K. Ohlinger (Yam); 3. Joel Stanlavich (Yam).
175 Ex: 1. Andy Kirker (Yam); 2. Ron Holst (Bul); 3. Ron Hall (Puc).
175 Am: 1. Robbie Parma (Yam); 2. Mark Zimmermann (DKW); 3. Bob Orneals (Yam).
175 Nov: 1. M. Alexander (Hus); 2. J. Vincent (Hus); 3. C. Nakamoto (Pen).
100 Ex: 1. Bruce Ogilvie (H-D); 2. Larry Roeseler (H-D); 3. Charles Hamill, Jr. (Hod).
100 Am: 1. Russel Jenkins (Hod); 2. Sandy Robertson (Hod); 3. Jim Squyres (Hod).
100 Nov: 1. Gregory Hatzenbuehler (DKW); 2. John Tarrant (Hod); 3. Tom Rutten (Hod).
Powder Puff: 1. Kathy Anglin (DKW).

First 100 racer Bruce Ogilvie (H-D) concentrates on his landing.



Wrench's feel, oil's aroma, launch Honda career

It had been a remarkable day for eight-year-old Soichiro Honda. He had seen his first automobile! After the Model-T Ford had passed through his village southwest of Tokyo, the boy examined the puddle of oil it had left in the dust. "I got down on my hands and knees to smell it," he recalls. "It was like perfume." This was the start of a fascination with motors that has continued and intensified for 60 years.

Honda built this enthusiasm into a world-famous company with sales topping a billion dollars a year.

Honda admits that his favorite boyhood toy was a pair of pliers, given to him by his father, a poor village blacksmith. At the age of 12, Honda invented an improved bicycle foot brake. He received a patent a few years later when he devised a wheel with wire spokes.

Leaving school in the eighth grade, he went to work at a Tokyo garage. He helped to build racing cars and soon began driving them. At the age of 21 he rented a shed and went into the business of repairing automobiles. He achieved a reputation for fixing autos that other mechanics had called unfixable.

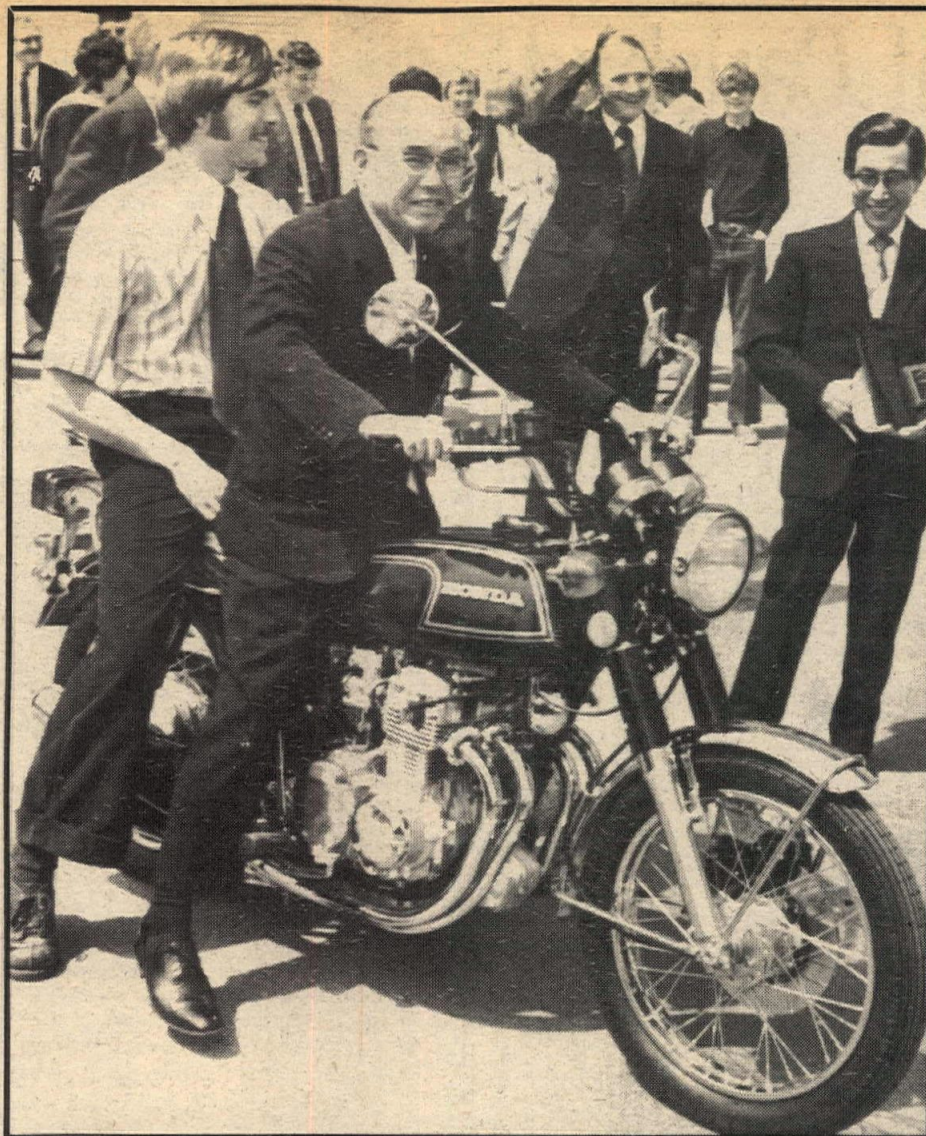
By 1928 he was building and racing both cars and motorcycles. His racing career was successful until his bid for the Japanese championship. Driving a modified Model-A Ford, he had established a track record of 75 MPH and was in the lead when a car entered his path from the pit. The Ford turned over three times. Honda was thrown 15 feet in the air. It took him nearly a year to recover from the broken bones.

Honda then turned his attention to a safer occupation. His choice was the manufacture of piston rings. Carbon fouling was a major problem and Honda was determined to find out why. He learned metallurgy in night technical school, hired more help, moved into larger quarters, and produced higher quality piston rings. But during World War II his factory was destroyed by bombers.

After the war, with little money left, he turned to experimenting with inventions. He foresaw a great need for cheap transportation in his country. In 1948, at the age of 42, he bought 500 war surplus engines, modified them, and attached each to the rear wheel of a bicycle, transforming them into motor bikes. Because gas was scarce and rationed, he fueled them with an extract made from crushed pine roots.

The rider had to pump the pedals for 20 minutes to get the motor started. But the motorbike became popular and he sold every one. He then designed and made an improved clip-on engine.

His factory consisted of two board shacks which he built on a bombed-out site. But his business grew until he was able to hire 34 employees. His first motorcycle was nicknamed "the chimney" because of the exhaust pipe that stuck up in the air. Honda constantly experimented with new frames and new motors. His fourth model, produced in 1949, proved to be the key to his company's success. It could travel 45 miles per hour and go 200 miles on a gallon of gas.



Soichiro Honda takes a Michigan Tech graduating student for a ride on one of his latest creations. Mr. Honda, an 8th grade dropout who studied metallurgy in night school, was awarded an honorary doctor of engineering degree by the college, where he was commencement speaker recently.

Honda called this model "The Dream." By 1950 he was manufacturing 300 a month. Two years later he employed 1,000 workers in a factory that was 100 times larger than his original shacks. His sales soon topped the million dollar mark. At that point he was Number One in Japan. But he had the desire to become Number One in the world.

To achieve an international reputation, Honda began entering his cycles in Europe's Grand Prix races. The first year, his machines finished last. But Soichiro Honda was not dismayed. "To me, success can be achieved only through repeated failure and introspection," he said recently. "You must face challenges with this kind of pioneer spirit and repeatedly use the three tools of failure, introspection and courage."

"If we had done nothing but imitate others fifteen years ago, there would not have been the motorcycle popularity there is today," he went on. "I take pride in saying that our originality and creativity were factors behind today's success."

Honda followed the racing circuit and spent time redesigning and rebuilding. He achieved his goal when his cycles won seven of Europe's top 10 races. A British engineer who examined his machines exclaimed that they were built like a fine watch.

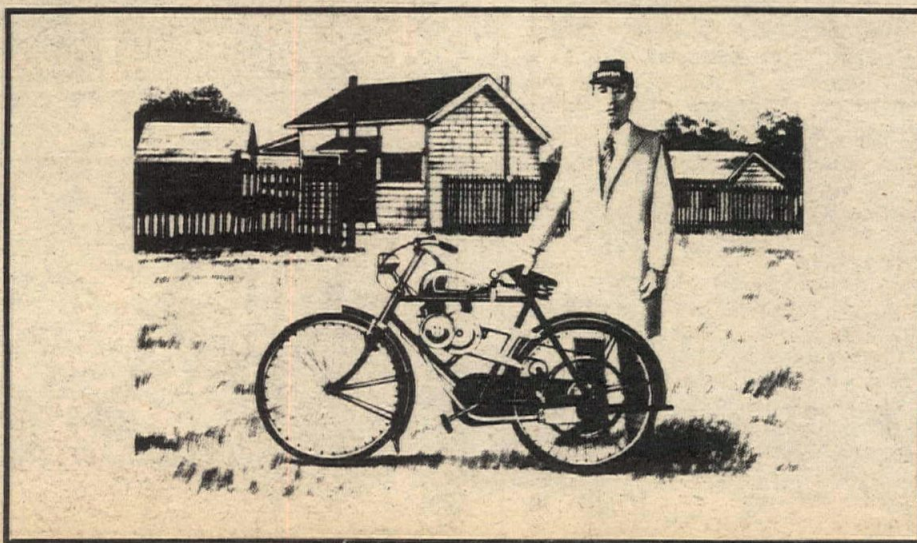
Honda's next challenge was to break into the market in the United States. To do this, he had to overcome the "Hell's Angels" image of motorcycles that had developed in this country.

Through sound marketing, promoting cycling as a safe and pleasant family activity, the machines won acceptance from people of all ages. His advertising proclaimed, "You meet the nicest people on a Honda."

Exports to the U.S. increased from 3,000 in 1960 to 300,000 in 1966. The cycles were produced from four factories in Japan and an assembly plant in Belgium.

Honda's other love — automobiles — continued to occupy an important part in his life. By 1963 the company began selling two-seat sports cars. His "midget" car also became popular in Japan.

Soichiro and his first "Dream" model, circa 1949. Original factory consisted of shacks shown in the background.



The energy crisis in the United States has caused growing interest in the Honda Civic automobile, which is two feet shorter than the Volkswagen Beetle. This model had the lowest gas consumption rating of all cars tested recently by the U.S. Government. Rich Taylor in "New Engineer Magazine" reports that the Civic averaged 29.1 miles per gallon, making it three times as economical as the average full-sized car. "At a time when we all need a friend," Taylor says, "the Honda Civic is on our side."

Throughout his career to his recent retirement as company president, Honda rarely spent time sitting behind a desk. As he puts it, "I think best when I have a wrench in my hand."

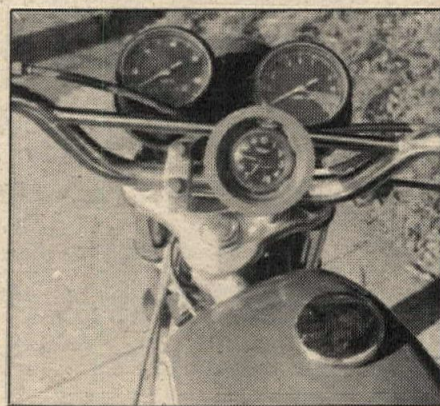
THE ENDURO SCENE

Kem-Pak Chain Lube

Manufacturer:

Kem-Pak Company,
P.O. Box 52681
Houston, Texas 77002

I first tried this chain lube at the Chaparrals Coyote 150 Enduro, a long and rugged run held in March. I was extremely impressed with it as it stayed on much longer than most lubes had. Do not confuse this chain lube with Kem-Pak's old product. This is completely new and works much better than their old stuff. You have to be careful and use the little tube, because if you get it on your rims and frame it's somewhat hard getting it off without using gunk. After application the lube penetrates and thickens up, so it's best to let it sit for awhile after application. Desert racer Jim Fishback also tried some and liked it so well he is endorsing it.



Enduro Watch Holder

Manufacturer:

Bonar Enterprises
3128 Auburn Blvd.
Sacramento, Calif. 95821

Bonar Enterprises, makers of Dial-A-Enduro computer which I tested awhile back, sent me their new watch holder to evaluate. It is a molded rubber holder with a plexiglass cover to protect the watch from dust, water, etc. The new mounting, which has also been incorporated into their Dial-A-Enduro, should be trouble-free. The holder will take any standard pocket watch such as the Little Ben, etc. The design allows you to pop the watch in and out with little effort but still holds the watch securely while riding. It never came out while I used it. At \$9.95 plus tax it seems like a good buy.

Larry Langley

Tibblin's MX at Carlsbad

Story & photos by Marcia Holley

CARLSBAD, CAL., MAY 18

Rolf Tibblin's newly formed motocross club went into its second week of Saturday racing with just over 100 entries on the Carls-

bad Raceway Grand Prix course. Tibblin runs events in the same format as FIM international motocross competition with the Experts racing two 30 minute plus-two-lap motos while the Intermediates and Juniors thrash around for only 25 minutes.

"You will learn to race like the Europeans," claims Tibblin. There's truth to that as the course is rough and challenging requiring more than just guts to hang it out with your throttle hand. During the action Tibblin blitzes around the raceway helping those who ask for it. At one moment saw him in the pits tuning a Yamaha 100 that wouldn't start and the next at trackside yelling at a training center student to correct an error in riding style. After the races he even welded up a racer's frame so he could ride at Saddleback the following day. A promoter like Tibblin adds a lot to a race but it will be interesting to see how long he can maintain that pace.

The races got underway exactly at 9:30 as scheduled with the 125 Intermediates and Experts going first. John Smith dominated the Experts on a Honda with a first in both motos. Another runaway victory occurred with the 250 Experts as Dave Doss (Hus) carried a half-lap lead over the pack and finished on a flat tire he got on the final lap of the last moto. Doss won \$30 for the win (Experts get a percentage of the entries for a purse while the Intermediates and Juniors get trophies,

had the best turnout of all classes. Although the classes were combined for the 250s the starting gate was not overly crowded. Not having to be a sardine-in-the-can around the first turn gives each rider a better feeling of safety. John Owens (Mai) dominated the 250 Juniors while Chuck MacDonald on a Husky led the Intermediates.

Albert Ortiz aboard a trick framed



John Smith gases it on the way to the 125 Expert Overall.

Mike Palhegyi (Hon) led into the first turn of the 125 Junior/Intermediate combined motos, and across the finish line, too.



all given out after the day's racing which ends at 3:00 p.m.).

The idea behind Tibblin's racing organization is to groom riders for top notch style competition so he includes minibike classes for the really young motocrosser. Fortunately for some of the bigger racers these small guys stayed to themselves as Wes Hoenig and Mark Guinto, both aboard Hondas showed that a young age was the time to learn how to go downhill fast. There were no shortcuts for the little guys and the rough course gives them a better taste of what racing motocross will be like when they get into the big time circuit.

The 250 Juniors and Intermediates

Maico 400 showed the Open class riders the way around. Ortiz has been one of Tibblin's year members in the Training Center and is showing smooth style and speed. Second was another Tibblin student and editor of *Popular Cycling* magazine George Elliott (Hus).

Although turnouts have been light Tibblin is optimistic about his program once the Saturday schedule catches on. "There's a lot to be learned by racing with an organization that really knows what the competition is like in the pro circuits. Our track conditions, length of motos and everything else is in the atmosphere of Europe," says Tibblin. •

Results in the Results Section.



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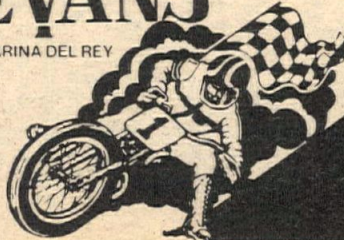
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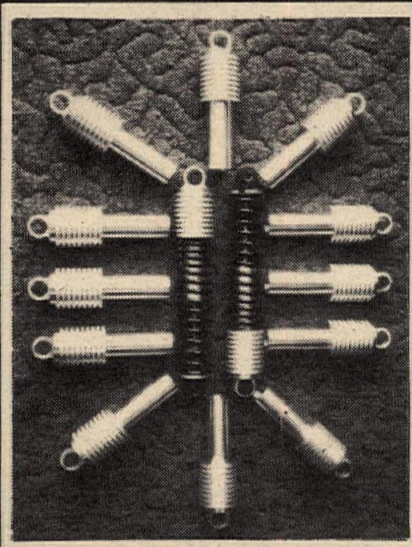
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Calif. June 4th Primary Election

By now most California voters have received their sample ballots for the June 4 election, and are probably in sympathy with Art Seidenbaum, who writes, "Agony again, as I have received my instructions...my ballot information is a paper snowstorm of slippery shapes and chilling proportions."

Over 100 pages of nearly unreadable, incomprehensible verbiage. It is tempting to forget the whole thing and go riding on election day. Unfortunately, not voting simply leaves the Government in the hands of the same people who made the mess. In this column we're going to try to help you sort it out a little by discussing those issues and people who will have some effect on motorcycling. For the rest, follow the student criteria: Vote No on all propositions that you can't understand and against all incumbents that you don't know anything about.

The offices to be voted on fall into three categories. First are the true primary elections, those designed to pick a man to represent a party in the general election. If you are a Democrat, you will have a choice of 18 people who wish to be the Democratic candidate for governor. The one receiving the highest number of votes will represent the Democrats on the November ballot.

Next are the nonpartisan offices, such as the judgeships, sheriff's office, county assessor, and so on. These might be final elections (if one man receives at least 50 percent of the vote) or primary elections if no one receives a plurality.

Finally, there are the offices for which this will be a final election regardless, such as those of the County Central Committee. You can identify these by the fact that you will be asked to vote for more than one person.

By far the most important questions are the "State Measures" because these will affect you as an individual directly. Some of them will directly affect The Recreational Lands Bond Act. Basically this act provides for the sale of \$250 million in State Bonds to finance the purchase and maintenance of recreational lands of all types. At present \$1.5 million is earmarked specifically for the purchase of off-road vehicle areas. One of the areas under consideration in this category is El Mirage Dry Lake, which has been popular with cyclists for a long time. It would be a mistake, however, to look at this Proposition merely as a motorcyclist. The money provided by this act will go to purchase beaches, parks, and historical lands as well. A complete listing of the various parcels of land contemplated for purchase would take two or three pages, but suffice it to say that there is something to suit almost every taste in recreation from Pismo Beach to a redwood forest which is under imminent threat of the axe.

I wish there were space in the paper to publish the entire proposed allocation of funds from the act because few things the Government has proposed have seemed to me to offer us more for our money. This act is supported by both M.O.R.E. and AMA.

Unfortunately, the arguments in favor of this act contained in the voter's pamphlet that comes with the sample ballot were coauthored by that long-time enemy of motorcycling, Z'berg, a miserable choice. Don't let that fact dissuade you from voting for a good thing.

Proposition No. 5 is entitled

Highways and Mass Transit Guideways and very simply it diverts part of the money from gas taxes to mass transit. I'm in favor of this because I live in Los Angeles and have to breathe regularly. I don't always enjoy it. But beyond this, there are some implications for cyclists. An increase in mass transit financed with gas tax money would not only take care of the street, but also cut down the amount of freeway construction. Both of these seem worthwhile to me. After all, freeways are lousy places to ride, even for road riders.

Proposition No. 6 Public Legislative Proceedings, requires that all meetings be open to the public except in very special circumstances. In a nutshell, if meetings are open to us, we will quickly discover our friends, and more important perhaps, our enemies. Then next election we can publish a list of people who have helped us and, conversely, hurt us.

Proposition No. 9 is the Political Reform Initiative. This has many provisions relating to campaign practices and such, but most important is the lobbyist regulation provision. As individual motorcyclists we cannot afford an expensive lobbying operation such as is often mounted against us. This bill would even things up a bit. When a Sierra Club lobbyist has to take a Senator to the same McDonald's hamburger stand that Russ Sanford does, Russ might win a few M.O.R.E. battles. In the voter's pamphlet, Senator Clark Bradley argues that we don't need this Initiative because most California politicians are essentially honest. He maybe forgets that Nixon and most of his buddies, including a bunch who are now in jail, all came from California. And had this law been on the books in Washington, they would never have gotten as far as they did. If you need any convincing that this law is needed, just read Bradley's argument against it.

Cycle News has received several requests to publicize the campaign efforts of candidates who would like the motorcyclist's vote. Since we are a small and virtually unrecognized minority, there is a temptation to say, "wow, gee whiz, this guy likes bikes! Let's jump on the bandwagon and help him." Life, however, is more than just motorcycles, unless you're in the 13- to 16-year-old group, and in that case you can't vote anyway.

I called all of these candidates and asked each of them some questions relating specifically to bikes and some relating to the propositions I have discussed above. I was looking for a nonpartisan method of finding out where the various candidates stood, and since these were issues that were going to be in the forefront this election, it seemed like a good way to compare the various men. Don't look for a candidate's name on your own ballot unless you live in the correct district and belong to the candidate's party.

Dick Brownell. Dick is an honest-to-God motorcyclist, having once dropped the banner at the Barstow-to-Vegas race. Both of his sons are also racers. He is a former mayor of Pomona and is now running for the newly created 65th Assembly seat against four other Republicans. The 65th Assembly district is in the vicinity of Pomona, Montclair, and Upland.

On the subject of land use Brownell is very emphatic. "Public lands belong to all of the public," he says, "and the public should be allowed to use the land as long as they don't permanently destroy it. Motorcycles don't permanently destroy the desert." On the subject of helmets, he believes all cyclists should wear helmets, but doesn't think it's a matter for government regulation. He is also opposed to mandatory headlights — on. He is very strongly opposed to no fault insurance for everyone, and particularly as applied to motorcyclists.

On the four propositions, he has no position on No. 1, the Parks bill, believing that each person should evaluate the cost and decide if it is worth it to him. He is against No. 5, the mass transit amendment, and No. 6, the open hearings amendment. He is opposed to No. 9, stating that is "full of loopholes." Dick Brownell finds it ironic that although the cycle industry is always crying about unfavorable legislation, they have not helped him, a

genuine cyclist and a proven politician, one dollar's worth. "But I'm probably going to win anyway," he says. His telephone number is (714) 622-8888.

Ernie Kell is a Democrat running in the 58th district, the Long Beach-Lakewood area. Although he has ridden motorcycles, his primary interest has been off-road racing cars. He has run the Baja 1000, the Palm Springs 200, and the California 400.

Kell's stand on land use is about as one would expect considering his hobby: "Every person has a right to recreational facilities, whether they golf, bowl, ride a dirt bike, or drive an off-road car. People's recreation is very important to me."

He is strongly in favor of no-fault insurance but believes bikes should be excluded, and he is in favor of helmet and headlight legislation. On noise, he believes, "The spirit of the law is fine but the current standards are ridiculous."

On propositions No. 1, 5 and 6, Kell takes no stand at all. He is opposed to proposition No. 9. He has an "alternative" plan that includes no controls on lobbyists. The main thrust of Ernie Kell's campaign has been in the direction of consumer interest. If you want more information or would like to help, his phone number is (213) 433-9951.

A fellow named George Newton wrote to us on the stationery of a desert oil company asking us to publicize the candidacy of Bill Orchard, a Republican in the 34th Assembly district. He states that Mr. Orchard is a "fine gentleman," a resident of Newberry Springs, and a businessman "who recognizes the value of recreational-tourist uses of the desert areas." The Assembly district for which Mr. Orchard is competing includes the desert of San Bernardino County, eastern Kern County, and all of the L. A. desert up to Bishop, so his is an important seat.

Bill Orchard's approach to land use is summed up in the following statement:

"The California desert is an ideal place for outdoor recreation. Visitors here, as well as the thousands of enthusiasts who live here, mean the difference for many businesses between a profit and bankruptcy."

"We cannot give in to the extremists who would close every inch of the desert and mountains to others, retaining it for their private use. Wise use of the desert, as is the general rule, can still afford motorcyclists and their friends all the recreational activity they can ever want or find."

"State and local governments should encourage use of public lands for healthy, family-style recreational use. Safe, well-organized activity is the highest and best use of our land. Let's make sure we keep it that way."

I would have liked to ask Mr. Orchard about that "safe, well-organized activity" phrase, as well as the other questions, but he answers neither his home phone nor his office phone, so that's all we can say.

Robert "Buzz" Pauley was another man I was unable to talk to personally, but he has a campaign manager who answered most of my questions immediately and found out the answers to the others and called me back. "Buzz" Pauley, a Democrat, is in the 28th Senatorial district, which is in the Hawthorne-Compton area. He is opposing incumbent Senator Dills (who has done some good things for motorcyclists, like authoring bills to permit racing on the new Sacramento Fairgrounds track and withdrawing his helmet bill at our request... Ed.).

Pauley is 30 years old, married, and has one child. His business is real estate and he has never held public office. His attitude on land use is, "The state should take a much more active role in providing facilities for off-road vehicles." Pauley is in favor of no-fault insurance but believes a "waiver" for motorcycles should be included in the bill. He is opposed to helmet legislation on the grounds of "too much government interference already." He is concerned about noise, but at the moment much more concerned about industrial noise than motorcycle noise, which he believes is insignificant by comparison.

Pauley gets straight A's on the propositions, being "strongly" in favor

of the Parks bill and in favor of the three, Mass Transit, Open Hearings, and Political Reform. He is proud of the fact that he has been endorsed by California's popular ex-Governor, Pat Brown. For further information, his phone number is (213) 532-2433.

Our last candidate is a Democratic candidate for Governor, Conie R. Robertson. Conie has written a couple of letters to *Cycle News*, and when I called his home (he doesn't have an office) he returned my call very quickly. Both he and his wife seem like very nice people. When I asked his wife what was the main issue-difference between Conie and the Brown/Morette approach, she said very bluntly "honesty." No mincing words there.

Conie Robertson is currently a Forest Ranger working out of Weaverville, California, but he has been into quite a few things including motorcycles, auto racing, hunting, and has had several lines of work: canneries, auto mechanical, truck driving, and lumbering. In between his Forest Ranger job and his campaigning, he is raising a slew of kids, dogs, and horses.

On the motorcycle issues, Conie is opposed to no-fault insurance, opposed to helmet and headlight legislation, and doesn't favor noise regulation. He says, "they're playing up this noise problem too much."

Conie is also opposed to proposition No. 9, but says he hasn't read any of the other propositions. He says when he goes on the college campuses with other candidates, the students always vote him the most interesting candidate. "The other candidates tell the students what they want to hear," he says, "I don't." Among the things that he tells them are that he doesn't believe in legalizing marijuana, doesn't believe in gun control, and has some interesting ideas on penal science. "We should try to rehabilitate first offenders, but with third offenders, we should just concentrate on keeping them out of circulation in the most economical way possible." If you'd like to help Conie Robertson, his phone is (916) 623-5186.

After the primaries are over, we'll try to run profiles of this sort on as many of the survivors as possible. Be sure to vote. If nothing else, your voting stub can be redeemed for one large Hershey Bar at any Pronto or Trader Joe Market. God help us, that might be the most valuable thing you get out of voting, but do it anyway.

Ron Schneiders

Whom to vote against

By Elaine Jones

Riverside County, Calif. is again in the midst of a heated election and this time motorcyclists have a chance to do something about it. District Attorney Byron Morton is being opposed by two very capable, well-qualified candidates. Both men have worked in the D.A.'s office and have first-hand knowledge of corruption and incompetence in handling cases.

One issue motorcyclists can identify with is Corona Raceway. Mr. Morton has been adamant in his fight to stifle the Raceway activities so as to literally put them out of business. The last two years have been very difficult for Corona Raceway, in large part due to the constant harassment by the District Attorney's office.

The District Attorney finally settled on Corona probably the most stringent set of regulations under which to operate any track in California. Any infraction of these regulations, no matter how minor, and the D.A. can close the track.

Of the candidates opposing Morton, Jerome Benoit appears to be more in touch with all the problems concerning Riverside County and has made an effort to find out the whole story about the Raceway.

The one thing all of us can do is vote June 4 and cast your vote for someone who is listening to us. Jerome Benoit appears to be that man.

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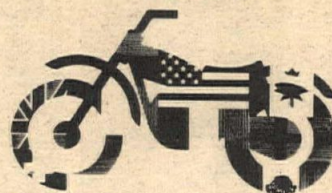
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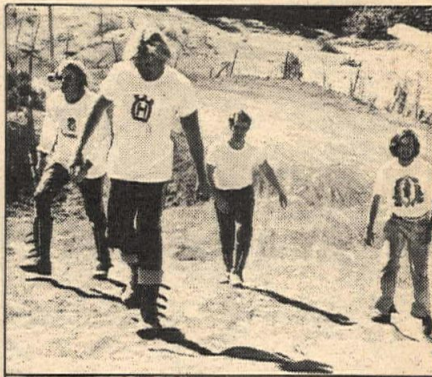
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RESULTS

Motocross

Escape Country Trabuco Cyn., Calif.

May 18, 1974

SUPER MINI 1st DAY	Hon
Ken Campbell	Hon
Dean Lange	Hon
Kirk Sturgeon	Hon
SUPER MINI NOV	Hon
Robert Nolan	Hon
Sam Wille	Hon
SUPER MINI INT	Hon
Gregg Toyama	Hon
100 1st DAY	Hod
Brian Allen	Hod
100 BEG	Yam
Jeff Jones	Yam
100 NOV	Hod
Mark Lynch	Hod
100 EX	Hod
Mark Marriott	Hod
125 1st DAY	Hod
Bob Nielsen/Suz	Hon
Michael Gunn	Hon
Curtis Huff	Yam
125 BEG	Hon
Jim Smith	Suz
Sal Silva	Hon
Herkly Stapleton	Hon
125 NOV	Hon
Dan Burkhardt	Hon
Rick Thomas	Suz
Bob Bourne	YZ
125 INT	Hon
Greg Barrett	Hon
Danny Jean	Hon
125 EX	Hon
Garry Faulks	Hon
175 BEG	Yam
James Ray	Yam
175 NOV	Puc
Bret Weyand	Puc
250 1st DAY	Hon
Paul Starsfield	Hon
Kevin Ruggles	Hus
250 BEG	Yam
Rick Sappington	Yam
Scott Jensen	CZ
Dan Bird	Yam
250 NOV	Hon
Roger Roberts	Hon
Bob Savage	Hon
Wayne Curtis	CZ

Motocross

Escape Country Trabuco Cyn., Calif.

May 19, 1974

MINI 1st DAY	Ind
Tom Vorndran	Ind
MINI NOV	Yam
Dave Chandler	Yam
Tim Graves	Yam
SUPER MINI 1st DAY	Hon
Greg Knight	Hon
George Spraker	Hon
Charles Peterson	Hon
SUPER MINI BEG	Hon
Steve Lyon	Hon
John Ruby	Hon
SUPER MINI NOV	—
Mike Musson	Hon
Tim Fier	Hon
Bob McGregor	Hon
SUPER MINI INT	Hon
Gregg Toyama	Hon
Mark Leos	Hon
SUPER MINI EX	Hon
Bob Quintin	Hon
100 1st DAY	Pen
Scott Ross	Yam
Terry Hash	Yam
100 BEG	Yam
John MacDonald	Yam
Ralph Turnbull	Yam
100 NOV	Yam
Derek Vaughn	Yam
100 INT	Bar
Brad Roberts	Yam
Mark Freeman	Yam
125 1st DAY	Suz
Ruby Chavez	Suz
Greg Painter	Suz
Harvy Harviston	Suz
125 BEG RACE A	Hon
Rob Schaffner	Suz
125 EG RACE B	Yam
David Pettingill	Hon
Jim Hackman	Hon
Kenny Baker	Hon
125 NOV RACE A	Hon
Steve Olivares	Suz
David Hanson	Ca-A
Russ Rigby	Ca-A
125 NOV RACE B	Hon
Mike Raines	Suz
Dan Gaxiola	Hon
Ricky Taylor	Hon
125 INT	JBR
Mike Lyons	Hon
Mike Freeman	Hon
250 1st DAY	Hon
Dempsey Stocker II	Hon
J.E. Bays, Jr.	Yam
Kevin Jordan	Yam
250 BEG	Hon
Kurt Fauth	Hon
Mike Cody	Yam
Steve Bowman	Bul
250 NOV RACE A	Bul
Tim Hart	CZ
Paul Thede	CZ
Steve Castle	CZ

250 NOB RACE B

Geoff Green	CZ
Frank Nenstiel	Yam
250 ANT	CZ
Danny Finell	CZ
250 EX	Mai
Richard Mullin	Mai
OPEN BEG	Yam
Don Pettingill	Yam
Jim Kramer	Mai
OPEN NOV	Bul
Jim Davis	Bul
OPEN INT	Mai
Dan Kosinski	Mai
OPEN EX	Mai
John Meusling	Mai
POWDER PUFF	Suz
Lisa Howard	Suz
Gayle Duhe	Yam

Short Track & TT Corona, Calif.

May 15, 1974

SHORT TRACK	Hon
MINI STOCK	Hon
Gary Ontiveros	Hon
Marty Woodbury	Hon
125 NOV	Hon
MINI MOD	—
Pat Richmond	Hon
Jim Privett	Hon
Bobby Root	Hon
100 NOV-AM	Kaw
Ron Byars	Yam
Phil Popp	Yam
Tim Dowd	Kaw
125 NOV	Yam
Dave Kerr	Yam
Greg Foster	Yam
Russell Stark	Suz
250 NOV/AM	Yam
Paul Cook	Yam
Steve Partridge	Bul
Don Meiner	Yam
250 AM/EX	Yam
Steve Fortune	Yam
Bruce Reynolds	Bul
John Calicchio	Bul
OPEN COMB	Yam
Bill Carpenter	Yam
Doug Westley	Kaw
Bill Holmes	Yam
TT	Hon
MINI COMB	Hon
Pat Richmond	Hon
Jim Privett	Hon
David Detemple	—
100 NOV	Kaw
Tim Dowd	Kaw
Jon Waples	Yam
Tony Popp	Yam
125 NOV/AM	Yam
Greg Foster	Yam
Russell Stark	Suz
Dan D'Amico	Yam
250 NOV	Yam
Manny Angulo	CZ
Gary Feener	Bul
Peter Stark	Suz
Mark Butler	Bul
250 AM/EX	Bul
Bruce Reynolds	Bul
John Calicchio	Bul
Charles Petty	Bul
OPEN COMB	Yam
Bill Carpenter	Yam
Brian Tolson	Mai
George Hicks	Yam

SRA Speedway OCIR Irvine, Calif.

May 15, 1974

by Tom Corley	Hon
HANDICAP MAIN	Hon
Bob Hettrich	Hon
Dave Sims	Bar
Bill Firnhaber	Yam
Bobby Hill	Yam
Steve Schlanser	Suz
Mike Muntean	Suz
SCRATCH MAIN	Suz
Bobby Ross	Suz
Bob Herz	Hon
Bill Firnhaber	Suz
Craig Shaefer	Yam

Short Track Chris Beck Arena Santa Rosa, Calif.

May 18, 1974

by James Brammer	Hod
100 NOV	Suz
Kris Jensen	Yam
Perry Alberigi	Yam
Ron Davis	Yam
125 NOV	Suz
Steve Adkins	Hon
Jace Carter	Bul
Ricky Caldwell	Bul
175 NOV	Yam
Robert Alberigi	Oss
Mike Fleming	Yam
Harry Dolcini	Yam
200 NOV	Bul
Allan Dingman	Bul
Pat Haberther	Bul
Mike Bemel	Bul
200 JR	Bul

John Gerhardt

Rod Baggett	Bul
Bruce Young	Bul
250 NOV	Kaw
Jack Pedersen	Bul
Silvo Pasquini	Yam
John Gomes	Yam
250 JR	Kaw
Mike Tripp	Kaw
Ralph Cox	Kaw
Jerry Shepard	Bul
250 EX	Bul
Wade Boyd	Oss
Larry Drew	Oss
Dave Faria	Bul
360 NOV	Bul
Bob Boyar	Yam
Brian Stedman	Yam
360 JR	Bul
Kenneth Peschel	Bul
Jim Neuenburg	Bul
Steve Potts	Bul
360 EX	Bul
Chris Hudson	Bul
Dennis Drew	Bul
Ron Sarver	Bul

D-37 MX

Starters MC

Santa Barbara, Calif.

May 19, 1974

by Bob Sloan

MINI JR DIV I	Ind
Luke Jones	Suz
Dan Wynn	Yam
Bob Adams	Yam
MINI JR DIV II	—
Dave Ewing	Hon
Bill Ricchia	Hon
Erik Keloe	—
MINI EX	YZ
Darren Penrod	YZ
JC Lopez	Hon
Tom Lopez	Hon
100	Yam
Craig Peil	Hod
Steve Shiromiga	Suz
Randy Johns	Suz
125 DIV I JR	YZ
Alan Delarge	Suz
Tom McAllister	Suz
Bill Ricker	Bul
125 DIV II JR	Hon
Greg Reck	Hon
Lionel Isa	Hon
Tony Porto	Yam
125 EX	Bul
Jim Connolly	Bul
Bill Keese	Bul
Butch Linden	Bul
125 AM	Mon
John Radcliff	Bul
Mike Beanway	Bul
Jack Pritchard	Mon
250 JR DIV I	CZ
Manny Angulo	CZ
Roger Eggers	CZ
Steve English	Bul
250 JR DIV II	Mai
Mike Mursolli	Hus
Andy Segall	Yam
Bob Brand	Yam
250 AM	Mon
Paul Boudreau	Bul
Bob Gughlemelli	Bul
Lee Gougard	Bul
250 EX	KTM
Dan Sanchez	Mai
Al Cook	Bul
Danny Waller	Bul
OPEN JR	CZ
Dan Martin	Hus
Chuck Meraviglia	CZ
Allan Torkko	CZ
OPEN AM	Mai
Bill Kelly	Bul
Paul Napoleone	Bul
Dave Hetzler	Bul
OPEN EX	Bul
Mike Hannon	Bul
Jim Rice	Gre
Jim Connolly	Bul
POWDER PUFF NOV	Suz
Cheryl Acres	YZ
Lori Payne	YZ
POWDER PUFF AM	Hon
Nancy Payne	Bul
Cherry Stockton	Bul
Diane Connolly	Bul

Motocross

Lake Delores, Calif.

May 19, 1974

MINI	Hon
Jay Fox	Suz
Steve Rinker	Ind
Mel Hooper	Hon
125 NOV	Hon
Pete Escoto	Hon
Daniel Dittman	Mnk
Fritz Moser	Hus
250 NOV	Hon
Keith Cochran	Hon
Hoyt Morrow	Hon
David Jones	Hus
100 NOV	Hon
Charles Canterbury	Hon
Ricky Holtz	Hon
Jerald Speas	Kaw
125-250 EX	Mai
125's	Mai
Gregg Smith	Mai

Tim Burke

Rid Brand	Hon
250's	Hon
Jack Johnson	Hon
John Malone	Hon
Chuck Rush	Hon
500 OPEN EX	Hon
Troy Hollis	Hon
Steve Bigler	Hon
Dennis Hill	Hon
500 OPEN NOV	Hon
Dennis Bennett	Hon
Greg Johnson	YZ
Michael Kustich	Suz

TT Scrambles Elsinore, Calif.

May 18, 1974

MINI NOV	Hon
John Penner	Hon
Mike Magrann	Hon
MINI AM	Hon
Tim Ochse	Hon
Johnny Leader	Hon
100 BEG	Hon
Tom DeMarco	Yam
Manuel Perez	Kaw
Jim Mitchell	Kaw
125 BEG	Hon
Mark Williams	Yam
Don Goldy	Hon
Les Payton	Hon
250 BEG	CZ
Steve Lovell	Suz
Ball Childers	Oss
Mark Dunahee	Oss
100 NOV	Yam
Carl Whitt	Yam
Bob Hall	Yam
Vern Clark	Kaw
125 NOV	YZ
Gary Stadden	Yam
Dave Woodrich	Hon
Mark Williams	Hon
250 NOV	Hon
Louis Parker	Bul
Tom Roseth	Yam
Greg Zehner	Yam
500 OPEN NOV	Gri
Dennis Helfrick	CZ
Jack Hill	Yam
Larry Woods	Yam
SPEC NOV	Hon
Louis Parker	Yam
Greg Zehner	Yam
Don Meiner	Yam
100 AM/EX	Kaw
Randy Bird	Kaw
Jeff Middleton	Yam
Troy Ingolia	Yam
250 AM/EX	Bul
Bruce Reynolds	Yam
Skip Cristy	Yam
Gary Smith	Yam
500 OPEN EX	Mai
Kirk Redding	Yam
Mark Reichert	Yam
Keith Moss	Yam
SPEC EX	Yam
Steve Fortune	Yam
Jocko Arledge	Yam
SWEETS	Bul
Bruce Renalds	Bul

Motocross

Moreno Vly. M.C. DeAnza Cycle Pk. Sunnyvale, Calif.

May 18, 1974

by T.M.

MINI BEG	Hon
Kyle Smith	Suz
Teger Fay	Ind
Scott Jones	Ind
MINI JR	Hon
Bobby Hart	Hon
100 BEG	Yam
Alvin Long	Hon
Bobby Hart	Hon
Chuck Beck, Jr.	Yam
100 INT	Yam
Jeff Morris	Yam
125 P. PUFF	Yam
Sandy Jamerson	Hon
Debbie Lutz	YZ
Lori Lutz	Hon
125 BEG	Suz
Bart Hitt	Suz
Ron Cain	Hon
Aaron Post	Hon
125 JR	Hon
Jim Lowe	Hon
Paul Iwie	YZ
Gary Cain	Hon
125 INT	Hon
Larry Ripley	Hon
Ken Morris	Hon
125 SR/EX	Hon
Jack Boles	Mnk
250 BEG	Hus
Mark Cabe	Hon
Kim Walker	Hon
Brian Smith	Hon
250 JR	Hus
Kevin Anderson	Hon
Troy Miller	Hon
David Praiswater	Hon
250 INT	Kaw
Dwayne Vanderby	Mai
OPEN JR	Mai
Ritchie Arrietta	Mai

AME MX

Vly. Cycle Pk. May 19, 1974

by Dick Wright

MINI	Hon
Todd Hubert	Hon
Don Simington	Hon
Tony Loza	Hon
125 INT	Hon
Mike Gibsom	Hon
Bob Garabrant	YZ
Bill Wall	Suz
125 JR I	Hon
Mike Pellar	Suz
Scott Wolford	—
Ronald Epstein	—
250 JR II	Mai
Ron Hanson	Mai
Chuck Lanzarone	Mai
100 JR	Rup
Bruce Berger	Pun
Tim Burke	Yam
Jon Williams	Yam
125 BEG I	Hon
Dave Uguhart	Suz
Chris Vaughan	Ca-A
Mark Wilkino	Ca-A
500 JR	Mai
Keith Rider	Hus
Bill Bryan	Bul
Cameron Hauser	Bul
OLD TIMERS	Mai
Karl Uebking	Mai
Del Carroll	Mai
Ron Cole	Mai
500 INT	CZ
Paul Knabb	CZ
Tom Webb	CZ
John Maroney	Mai
250 BEG I	Yam
Dick White	Hon
Gary Scott	CZ
Roger Featherston	CZ
P. PUFF	Prn
Nancy Daggs	Hon
Kim Herbert	Hon
Denise Duncan	Hon
125 EX	Pun
Jim Hale	Hon
Tobi Kaki	Hon
Tony Delatorre	Pun
250 JR I	Kaw
Mike Lacey	Bul
Rick Deldrick	CZ
Mike McDonald	CZ
500 SR	Mai
Jim O'Neal	Mai
Randy Berkeley	Mai
Don Hicks	Mai
100 BEG	Yam
Jerry Smith	Yam
Mike Shoemaker	Yam
John Welgus	Yam
125 BEG II	Hon
Eric Scott	Suz
Rob Kirshaw	Yam
Tom Short	Yam
500 BEG	Yam
Larry O'Brian	Yam
Steve Erieg	Suz
Tom Samuelson	Mai
250 SR	Mai
Mike Todd	Mai
Tony Rogers	Mai
Jon Miller	Bul
250 INT	Mai
John Lanzarone	CZ
Bryan Summers	Hus
Gary Lang	Kaw
250 BEG II	Mai
Chris Gomez	Yam
Keith Phillips	Yam
Owen Albred	Yam

AMC MX

OCIR

Irvine, Calif.

May 17, 1974

by Tom Corley

Short Track Fremont, Calif. May 10, 1974 by W.H. Spencer

60 NOV	Yam
Brad Brown, Jr.	Yam
Robert Bacosa	Yam
60 JR	
Ricky Ryan	Ind
Larry Kruseman	Yam
80 NOV	
Doug Baber	Yam
Jimmie Soto	Hon
Ken McRae	Yam
80 JR	
John Chandler	Ind
Curt Oland	Yam
80 EX	
John Land	Yam
100 NOV	
Ken Netto	Yam
Henry Rivera	Kaw
Don Wentworth	Kaw
125 NOV	
Rod Spengler	Hon
Bernd Koegler	Hon
Gary Spinazze	Yam
125 JR	
Randy Mamola	Yam
Mark Murray	Hod
125 EX	
Andy Whitaker	Bul
175 NOV	
Rodger Slack	Yam
Dave Perta	Pen
200 NOV	
Bob Lugliani	Bul
Shawn O'Daffer	Bul
200 JR	
Jess Kreyling	Bul
250 NOV	
Terry Smith	Yam
Ron Kaiser	Suz
Pat Lawler	Bul
250 JR	
Tom McRae	Oss
Jim Ingolia	Bul
Frank Borba	Bul
250 EX	
Ricky Graham	Bul
Bruce Brown	Bul
Dan Young	Yam
360 NOV	
Marty Malchow	Yam
Bill Hale	Yam
Mike Willis	Bul
360 JR	
Dennis Souza	Yam
Steve Carrillo	Yam
Scott Nelson	Yam
360 EX	
Chuck Miller	Yam
Manuel Datan	Yam
John Hlebo	Yam

Scrambles Fremont, Calif. May 11, 1974 by W.H. Spencer

650 EX	Tri
Duane Spence	Tri
Henry Sanchez	Tri
650 JR	
Bill Phillips	Tri
John Hernandez	Tri
650 NOV	
Steve Aruta	Tri
Rich Luhdorff	Tri
500 EX	
John Hlebo	Yam
Andy Whitaker	Yam
Allen Yarrow	Yam
500 JR	
Phil Vitale	Yam
Dan Williams	Nom
Gerald Spencer	Yam
500 NOV	
Steve Carrillo	Yam
Kelly Smith	BSA
Don Silveira	Yam
350 EX	
John Hall	Hon
Carl Rodrick	Hon
350 JR	
Dan Ferguson	Bul
Dave Goodwin	Kaw
350 NOV	
Dave Davis	Hon
Mike Willis	Bul
Erroll Longboya	Hon
250 EX	
Dennis Souza	Yam
John Proto	Bul
Duane Yarrow	Bul
250 JR	
Rich Marcucci	Bul
Chuck Weatherston	Yam
Rick Lemlar	Yam
250 NOV	
Jim Mahoney	Hon
Alfred Ciacco	Suz
Ned Cotherman	Yam
200 NOV	
Shawn O'Daffer	Bul
Brett Matheny	Bul
Ron Stout	Bul
175 NOV	
Rodger Slack	Yam
Dave Peralta	Pen
125 EX	
Matt Carothers	Yam
Matt Rohr	Yam
125 JR	
Al Wood	Hod
Mark Murray	Hod
Randy Mamola	Yam
125 NOV	
Chris Danner	Yam
Alfred Ciacco	Suz
Pete McLaughlin	Hon
100 NOV	
Henry Rivera	Kaw
Scott Whitaker	Bul
Don Wentworth	Hon

Virginia City GP Virginia City, Nev. May 11-12, 1974 by Euell Weezle

SATURDAY OVERALL	
Carl Cranke	
100 NOV	
Dave Merrill	Yam
125 NOV	
Doug Rowland	Yam
125 JR	
Larry Ubaldi	Hon
125 EX	
Carl Cranke	Pen
OLD TIMERS A	
Bill Berbisio	Yam
OLD TIMERS B	
Del Rapini	Hus
125 WOMENT	
Cherry Stockton	Bul
250 WOMEN	
Trudy Beck	Pen
SUNDAY OVERALL	
Steve Subith	
250 JR	
Rick Schopen	

250 EX	Yam
Steve Holladay	
OPEN NOV	Hus
Rick Benedict	
OPEN JR	Hus
Dennis Bergey	
OPEN EX	
Steve Subith	Mai

TT Scrambles Kingman, Ariz. May 12, 1974

by Sandi Martin	
POWDER PUFF	
Becky Williams	Yam
Shelly Gilbert	Hon
Rhonda McFerrin	Yam
MINI NOV	
Russell Wright	Yam
John Harshman	Hon
David Gilbert	Hon
MINI AM	
Jimmy Yell	Hon
Craig Martin	Hon
Mark Garbon	Hon
100 NOV	
Wayne Smith	Yam
Steve Waters	Hon
Terry Long	Yam
125 NOV	
Anson Gilbert	Hon
Alan Thomas	Hon
Gwin Vaughn	Yam
125 AM	
Mike Brotherton	Bul
Bill Henrickson	Hon
Jimmy Yell	Hon
125 EX	
Bobby Smallwood	Yam
Tom Webb	Hon
Rick Williams	Suz
250 NOV 1	
Randy Sutton	Bul
Mark Sutton	Bul
Patrick Krugh	Hon
250 NOV 2	
Kirk Hawkins	Bul
John Riegenbach	Bul
Ed Price	Bul
250 AM	
Risty Hancock	Bul
Teddy Gibson	CZ
Tom Warner	Yam
250 EX	
Bobby Smallwood	Yam
OPEN NOV	
Jay Kidwell	CZ
Bruce McLaughlin	Suz
Warren Cook	Suz
OPEN AM	
Dennis Roberts	Yam
D.R. Lawson	Mai
Ron Werner	Suz
OPEN EX	
Tom Jones	Tri
Mike North	Yam
Robert Chivvis	CZ

AMC MX OCIR

Irvine, Calif. May 17, 1974 by Stewart Sapicoff

MINI BEG	
Chris Cayo	Hon
Larry Wares	Hon
Mike Laenger	Hon
MINI NOV	
Dean Bradley	Hon
Jeff Johnson	Hon
MINI JR	
Mike Musson	Hon
MINI INT	
Jamie Oliver	Hon
Pete Hillebrech	Hon
Jim Holley	Hon
100 BEG	
Dave Wensley	Yam
Daniel Holtz	Yam
Joe Jones	Hon
100 INT	
Mike Johnson	Yam
Gary Tamietti	Pen
125 BEG DIV I	
Bob Ehorn	Hus
Arnold White	Hon
Carl Geselman	Hon
125 BEG DIV II	
Steven Sutton	Yam
Mike Digby	Hon
Bill Boyer	Suz
125 NOV	
Jon Whitcomb	Hon
Paul Shones	Hon
Mark Brooks	Yam
125 JR	
Scot Clifton	Hon
Greg Gannon	Hon
Mark Truman	Hon
125 INT	
Mark Martinez	Bul
Mike Morgan	Hon
Eddie Clark	Hon
250 EG DIV I	
Tom Conrad	Mai
Bob Pyle	Bul
Rick Coburn	Bul
250 BEG DIV II	
Scott Sheldon	Yam
A.J. Spence	Kaw
Dean Goode	Suz
250 NOV	
Greg Gritters	Kaw
Kirk Matkin	Bul
Mike Effenberger	KTM
250 JR	
Tom Cross	Yam
Brad Wilken	Mai
Mark Stanich	Yam
250 INT	
Ollie Senechal	Kaw
Robert Decker	Yam
Mike Dannelly	Yam
OPEN BEG	
Michael Erlandson	Yam
Henry Blain	Yam
Scott Sloane	Suz
OPEN NOV	
Gil Smith	Hus
Dave Brown	Yam
Greg Saari	Yam
OPEN JR	
Mike Halberstadt	Hus
Craig Collins	Yam
Lon Wagner	Mai
OPEN INT	
Glenn Keyes	Mai
OPEN OLD TIMER	
Marvin Coburn	CZ
125 EX	
Ron Turner	Yam
Steve Gannon	Hon
Marty Miller	Hon
250 EX	
Bruce Baron	Yam
Mike Gillman	Yam
Paul Bean	CZ
OPEN EX	
David Boydston	Bul
Jeff Mathews	Kaw
Hal Davis	Yam

Desert Scrambles Southland M.C. May 12, 1974

OVERALL		CLASS		BIKE
Danny Robinson		1st Open Ex*		Hus
Steve Sterner		2nd Open Ex*		Hus
Randy Hodges		3rd Open Ex		Hus
Bob McCallister		1st 250 Ex*		Bul
James Jasper		4th Open Ex		Hus
Richard Finger		2nd 250 Ex*		Hus
Joe Padilla		1st 125 Ex*		Hus
Richie King		3rd 250 Ex		Suz
Jordan Couch		1st Open Am*		Hus
John Brinnon		4th 250 Ex		Hus
Robert Bugenio		2nd Open Am*		Yam
Craig Magill		1st 250 Am*		Hon
Bill Halbert		5th 250 Ex		Hus
Ken Morrison		2nd 250 Am*		Hus
C.W. Smith		5th Open Ex		Hus
Michael Fuller		3rd 250 Am		Yam
Steve Johnson		4th 250 Am		Hus
John Bilkey		6th 250 Ex		Yam
Lynn Brown		5th 250 Am		Hus
John Halyburton		6th Open Ex		Hus
Steve Pollock		6th 250 Am		Suz
Paul Donahoe		7th 250 Ex		Home-Made
Mike Felton		2nd 125 Ex		Pen
Dean Pulliam		1st 250 Nov*		Hon
Tucker Hendrix		1st 125 Am*		Yam
Gary Cogbill		7th 250 Am		Yam
Michael Jackson		8th 250 Am		Yam
Mike Allen		9th 250 Am		CZ
Ross Tilton		10th 250 Am		Hus
John McDaniel		7th Open Ex		Yam
Mark Phillips		8th Open Ex		Hus
Scott Hatfield		11th 250 Am		Yam
Erich Esswein		2nd 125 Am		Pen
Mike Skinner		2nd 250 Nov*		Hon
Terry Walsh		8th 250 Ex		Yam
Robert Zarick		1st Open Nov*		Hus
Joe Lane		3rd 125 Am		Hon
H. L. Stahl		2nd Open Nov*		Yam
Mark Brown		3rd Open Am		Hus
Terry Mulkey		3rd 250 Nov*		Suz
Douglas MacKenzie		4th Open Am		Suz
Don Seay		5th Open Am		CZ
Arthur LiHoff		3rd Open Nov		Yam
Jim Ditzner		4th 125 Am		Hus
Tom Brown		9th 250 Ex		CZ
James H. Evans		10th 250 Ex		Hon
Robert Knight		3rd 125 Ex		DKW
Allen L. Mitchell		4th Open Nov*		Suz
Richard R. Rogers		4th 250 Nov		Hon
David Klingner		6th Open Am		Suz
Keith Hodge		5th 250 Nov		Hus
Phil Palmer		6th 250 Nov		Hus
Richard Bennett		4th 125 Ex		Pen
Craig Walls		7th 250 Nov		Hon
5th 125 Ex				Sac
8th 250 Nov				Bul
5th Open Nov				Hus
9th 250 Nov				Hon
9th Open Ex				Kaw
10th 250 Ex				Hon
1st 250 Nov*				Suz
11th 250 Ex				Hus
6th Open Nov				Yam
2nd 125 Nov				Hus
7th Open Nov				Yam
1st PP*				Hon
5th 125 Nov				Suz
7th Open Am				Pen
12th 250 Am				Yam
3rd 125 Nov*				Hon
4th 125 Nov*				Yam
8th Open Nov				CZ
12th 250 Nov				Yam
5th 125 Nov				Yam
13th 250 Nov				Yam
8th Open Nov				Suz
9th Open Nov				Bul
14th 250 Nov				Suz
6th 125 Ex				Suz
15th 250 Nov				CZ
6th 125 Nov				Yam
16th 250 Nov				Yam
7th 125 Nov				Suz
10th Open Nov				AJS
9th Open Am				Bul
6th 125 Am				Hon
7th 125 Am				Hon
10th Open Ex				Suz
7th 125 Ex				Suz
11th Open Ex				Hus
12th 250 Ex				Hus
8th 125 Nov				Hon
9th 125 Nov				Suz
10th 125 Nov				Hon
17th 250 Nov				Yam
11th 125 Nov				Suz
11th Open Nov				Yam
12th 250 Ex				Kaw
13th 250 Nov				Suz
8th 125 Am				Hon
13th 125 Nov				Puc
14th 125 Nov				ATC
1st 125 Nov				

* Denotes Trophy

ROUTE CHECK

San Diego to Van Nuys

Car pool to Burak Tuning School. Five consecutive Saturday beginning May 11. Class starts at 9 a.m. Please write, include your phone number to: Ted Ojarovsky, Box 391, Solana Beach, California 92075. (13/4x)

Lakewood To All District 37

desert races. Can take 3 riders and 3 bikes in super van. Split gas expense. Usually leave early and return early. I don't break down. Greg (213) 866-8604. (11/4x)

Huntwood Beach — Saddleback

125 Elsinore rider needs ride to Saddleback. Vacation time — but no ride. Share gas and beer expenses. Vacation May 20-31. Anytime (714) 842-0296. (17/4x) Jim

Tustin To District 37 Races

Leave early, back early Sunday. Member, Prairie Dogs M.C. Share expenses and transportation. Gordon (714) 838-5694. (21/4x)

Seal Beach — North Long Beach

Nothing beats bench racing in the dark — especially on the way to work. About 8-4 on school days. Betcha' I've crashed and burnt more on my Elsinore than you have. (213) 598-5686 Chuck. (10/3x)

Long Beach to Los Angeles

Mon. thru Friday. Leave my place at 7 a.m., go back around San Diego & 405 fwys. to Santa Monica & Harbor fwys. LA Trade-Tech College. Kevin (213) 431-6996. (11/2x)

S.F. Valley to Enduros

I have a super van, a 250 Husky, and I ride lots of enduros. I'm looking for people to share a riding number, a ride, or gas. I ride an occasional G.P. and desert race too... for fun. John (213) 880-5011. (11/2x)

From Orange County Area

Have room for 1 bike and rider, from the Orange County area, to the Mojave twice a month. Desert race and/or cow-trail. Leave Friday or Saturday and return Sunday evening. Split expenses. Female preferred but not mandatory. Ha. Call Bill (714) 559-3968 days. (11/2x)

From Torrance to ?

Broke my wheels, need ride to MX races on Sundays. AME, CMC, District 37 or anything. Have 250 CZ, age 19. James (213) 323-4576. (20/3x)

L.A. to ?

Bul rider needs rides to the Dunes, Saddleback, etc. ... Will split gas, every Sunday. Paul (213) 652-1425. (20/3x)

Cypress to Saddleback or ?

I ride a 250 Suzuki and have a truck. On Sunday I'm game for any place to Suzuki. Just give me a call at: (714) 828-1288, Jerrel. (11/2x)

Fresno to Wherever?

Just moved to Fresno from L.A. Raced District 37 desert, interested in scrambles or family trail riding (mostly scrambles). Call Jim (209) 226-4989. (17/4x)

Glendale to Local MX Races

Super Rat rider needs ride to Indian Dunes, Saddleback, Orange County, etc. ... every Sunday. You name it. Dave (213) 244-0278. (12/2x)

Route Check is a free service
for readers of Cycle News.

Route Check Blank

Gas pains gettin' to ya, booby? Wow, what a bummer. For ABSOLUTELY NOTHING we're going to help you get to school, work, or the RACE. Yeah, that's important, ya know? If you'd like to help your fellow biker and meet some neat people, put a listing in our column. Send your first name, your phone number, and the approximate places that you travel to and from and on what days of the week you do so.

All ads are free — save gas —

RESULTS

Road Race Phoenix Rcw. Phoenix, Ariz. May 19, 1974 by Philip Briggs

CAFE	
T. Witte	350 Yam
R. Dison	750 Hon
L. Wilson	350 Yam
PROD	
D. Tointen	350 Yam
T. Dawson	350 Yam
R. Cowles	750 Duc
MOD	
R. Galindo	250 Yam
R. Williamson	250 Yam
J. Doverspike	750 Hon

CMC MX Saddleback Pk. Orange, Calif. May 27, 1974

MINI	
Steve Moore	Hon
100 JR	
Nikola Mitich	Yam
Peter Wanket	Yam
Jeff Morris	Yam
125 INT DIV I	
Alan Smith	Hon
Robert Fudge	Hon
Mike Gibson	Hon
125 INT DIV II	
John Smith	Hon
Mark Harrington	Hon
Robert Marino	Hon
125 JR DIV I	
Brad Sherrill	Hon
Mike Harris	Hon
Kipp Kommerstad	Hon
125 JR DIV II	
Kevin Tidball	Pen
Ernest Gonzales	Hon
Jim Carlson	Hon
125 JR DIV III	
Barry Dee	Hon
Scott Clifton	Hon
Paul Strickland	Hon
250 INT	
Ralph Kerr	Hon
Terry Huguely	Bul
Danny Welsh	Yam
250 JR DIV I	
Greg Newland	Mon
Dana Slater	Yam
Dana Peters	Hus
500 INT	
Scott Caness	Bul
Peter Harrison	CZ
Rick Carrisosa	Mai
500 JR	
Stan Moore	Mai
125 PRO	
Marty Smith	Hon
Mark Tyer	Hon
Dave Eropkin	Hon
250 PRO	
Rich Eierstadt	Hon
Rex Staten	Hon
Jim West	Hus
500 PRO	
Mike Yorba	Mai
Ken Zahrt	Bul
Doug Sherman	Pen

Hi-Boots TT Dehesa, Calif. May 19, 1974

100 NOV	
Mike Penoyer	Kaw
Jeff Spahn	Yam
Mike Huffman	Kaw
125 NOV	
Tobin Whitt	Hon
Tom Volk	Yam
Bill Lanninovich	Yam
125 AM/EX	
Richie Volk	Yam
Bobby Huffman	Suz
Floyd Petton	Yam
250 NOV A	
Mark Aragon	Yam
Steve Bennett	Yam
Mark Little	Bul
250 NOV B	
Gary Leak	Hon
Bill Charles	Yam
John Harris	Yam
250 EX	
Al Glover	Yam
Brent Knauer	Yam
Bobby Huffman	CZ
250 AM	
Curt Hoefling	Yam
David Huston	Yam
Mike Stahl	Oss
OPEN NOV	
Kerry Standifer	BSA
Steve Schmidt	Hus
Gene Bennett	Tri
OPEN AM/EX	
Tim Melancon	Yam
Steve Little	BSA
Earl Barker	Yam
KIDS	
Darren McDermott	Yam
Richard Laninovich	Yam
Dean Lewis	Yam

Hi-Boots TT Dehesa, Calif. May 5, 1974

100 NOV	
Mike Huffman	Kaw
Jeff Spahn	Yam
Jimmy Roberts	Yam
125 NOV	
Tobin Whitt	Hon
Rodger Harris	Yam
Jim Monsegar	Yam
125 EX	
Eddy Pendleton	Yam
Bobby Huffman	Suz
Richie Volk	Yam
250 NOV	
Mark Aragon	Yam
Gary Leake	Hon
Ronnie Garcia	Yam
250 AM	
Curt Hoefling	Yam
Mike Stahl	Yam
Bill Sims	Yam
250 EX	
Al Glover	Yam
Larry Collie	Kaw
Bobby Huffman	Yam
OPEN NOV	
Steve Schmidt	Hus
Gene Bennett	Tri
Dan Roberts	Tri

OPEN EX	
Earl Barker	Yam
Steve Gall	Suz
Tim Melancon	Yam
YOUNG MEN	
Dean Lewis	Yam
Scott Bowman	Yam
Tim Freese	Kaw

Speedway Ventura, Calif. May 21, 1974

By Dennis Greene	
SCRATCH MAIN	
Mike Bast	Yam
Mike Konle	Yam
Steve Bast	Yam
Bill Cody	Yam
HANDICAP MAIN	
Phil Moon	Yam
Dubb Ferrell	Yam
Greg Haserot	Yam
Larry Moon	Yam
Dave Van Horn	Yam
Mike Konle	Yam
FEATURE MATCH	
Bill Cody (over)	Yam
Sonny Nutter	Yam

Speedway Bakersfield, Calif. May 22, 1974

by Dennis Greene	
SCRATCH MAIN	
Mike Bast	Yam
Steve Bast	Yam
Bill Cody	Yam
Troy McKee	Yam
HANDICAP MAIN	
Steve Nutter	Yam
Nelson Fonte	Yam
Jim Gresham	Yam
Bobby Pruitt	Yam
Larry Shaw	Yam
Mike Bast	Yam
Dubb Ferrell	Yam
MATCH RACE	
Dubb Ferrell (over)	Yam
Scott Sivadge	Yam

Speedway Irwindale, Calif. May 23, 1974

by Dennis Greene	
SCRATCH MAIN	
Mike Bast	Yam
Mike Konle	Yam
Dan Becker	Yam
HANDICAP MAIN	
Scott Sivadge	Yam
Mike Konle	Yam
Steve Nutter	Yam
Bill Cody	Yam
MATCH RACE	
Bruce Penhall (over)	Yam
Bill Gray	Yam

Speedway Costa Mesa, Calif. May 24, 1974

by Dennis Greene	
SCRATCH MAIN	
Mike Bast	Yam
Sonny Nutter	Yam
Steve Bast	Yam
Dubb Ferrell	Yam
HANDICAP MAIN	
Guy Waterson	Yam
Bruce Penhall	Yam
Mark Cherf	Yam
Mike Bast	Yam
Bill Manly	Yam
Dan Becker	Yam
MATCH RACE	
Sonny Nutter (over)	Yam
Mike Konle	Yam

Speedway Sacramento, Calif. May 24, 1974

by Sneaky Pete	
HANDICAP MAIN	
Frank Cook	Yam
Johh Cunningham	Yam
Mike Rooney	Yam
Joe Fitzpatrick	Yam
George Carter	Yam
Bruce Haserot	Yam
HANDICAP CONS.	
Alan Christian	Yam
Cliff Ball	Yam
Norm Denny	Yam
San Vanderhoof	Yam
Jerry Baugh	Yam
Jay DeBeaubien	Yam
DIV II MAIN	
Mark Bretang	Yam
Jerry Bowers	Yam
Gage Dick	Yam
SCRATCH MAIN	
Alan Christian	Yam
Mike Rooney	Yam
John Cunningham	Yam
Rich MacMurray	Yam
SCRATCH CONS.	
Frank Cook	Yam
Barclay Trehal	Yam
Joe Fitzpatrick	Yam
Bruce Haserot	Yam
MATCH RACE	
Paul Orlandi	Yam
Dale Stetler	Yam

Mother's Day MX Las Vegas MX Club May 12, 1974

MINI BEG 60	Yam
Timmy Szebeni	Hon
Soan Steele	Hon
Patrick Steele	Hon
MINI BEG 80	YZ
Bobby Pruitt	Hon
Patrick Shields	Hon
Seve Perry	Hon
MINI NOV DIV I	Suz
George Fooshee	Hon
Mike Worthington	Hon
Tony Snow	Hon
MINI NOV DIV II	Hon
Donnie Toti	Hon
Tommy Jacobsen	Yam
Sam Percoff	Hon
MINI AM	Hon
Kevin Steele	Hon
Joey Dee	Hon
Arthur DeLeon	Hon
MINI EX	Hon
Paul Emerson	YZ
David Thomsen	Yam
Marv Chapman	Yam
100 NOV	Yam
Jack Curtis	Hod
Joe Gurganus	Yam
Marv Chapman	Yam
100 AM	Yam
Rod Ahlstrom	Yam
125 NOV	Hon
Rick Polson	Hon
Jackie Yim	Hon
Ricky Szebeni	Suz
125 AM	Hon
Pete Escoto	Hon
Glen Munyan	Hon
Tony Brunetti	YZ
125 EX	EMS
Gregg Smith	Hon
Marty Bolzendahl	Hon
250 NOV	YZ
Tip Allred	Suz
Jim LaVigne	Hon
Robert Beckett	Hon
250 AM	Bul
Mark Green	Suz
Chris Andreoli	Kaw
Ricky Malone	Kaw
250 EX	Hon
Bill Greiner	Hon
Mel Chapman	Mai
Tim Burke	Hus
250-500 BEG	Yam
David Dumesnil	Suz
Mario Sacomono	Hus
Mike Smith	Hus
500 NOV	Suz
Jim Ward	Hus
Russell Maxfield	Suz
Dan Hutchison	Suz
500 AM/EX	Mai
Skip Johnson	Mai
John VanHoove	Mai
Mel Chapman	Mai

Rolf Tibblin's Motocross Carlsbad Rcw. Carlsbad, Calif. May 18, 1974

by Marcia Holley	
100 JR	Yam
John Moyer	Yam
Bill Durel	Yam
Todd Johnson	Yam
MINI	
Wes Hoenig	Hon
Mark Quinto	Hon
Shane Smith	Hon
125 JR	Hon
Mike Pathegyi	Hon
Dave Gerig	Suz
Charlie Duvel	Hon
125 INT	Hon
Ron Sigler	Hon
Terry Turner	Hon
125 EX	Hon
John Smith	Hon
Bryan Porter	Hon
George Elliott	Hus

250 JR	Mai
John Owens	CZ
Robert Mobroom	Hon
Jeff Houts	Hon
250 INT	Hus
Chuck MacDonald	Hon
Ken Gabrielson	Hon
Mark Aldrick	Hon
250 EX	Hus
Dave Doss	Mai
Kory Andrew	Yam
Dale Luedtke	Yam
OPEN JR/INT COMB	CZ
Laurel Baker	Suz
Brian Church	Hus
John Gregory	Hus
OPEN EX	Mai
Albert Ortiz	Hus
George Elliott	CZ
Dennis Kantor	CZ

CMC Short Track Cycleland Spdw. Chico, Calif. May 18, 1974

by Hayden Campbell	
100 NOV	Kaw
Jon Stidman	Hod
Gary Coopridge	Hon
Ken Gray	Hon
200 NOV	Bul
Bruce Koistenen	Bul
Bruce McMorrow	Tri
Darrell VanNatta	Tri
250 NOV	Bul
Matt Jackson	Bul
Paul Meyer	Cop
Les Calvert	Bul
200 JR	Bul
John Williams	Bul
Lance Moore	Bul
Greg Juarez	Bul
250 JR	Yam
Bill Zirkle	Yam
Butch Renovich	Bul
Gary Barrett	Bul
250 EX	Suz
Ron Alves	Bul
Jon Prince	Bul
Jim Hubbard	Yam
360 EX	Yam
Lowell Moulal	Yam
John Grant	Yam
200 HANDICAP	Bul
Bruce McMorrow	Bul
Bruce Koistenen	Bul
Keith Moore	Bul
250 HANDICAP	Bul
Matt Jackson	Yam
Jim Hubbard	Suz
Ron Alves	Yam
360 HANDICAP	Yam
John Grant	Yam
Lowell Moulal	Yam
Dick Turner	Yam

SHA Hillclimb Saddleback Park Orange, Calif. May 19, 1974

by Ann Powell	
MINI	Hon
Clyde Berg	Hon
Steve Stith	Hon
Becky Mathison	Hon
100	Yam
Dave Jarvis	Yam
125	Suz
Mike Powell	Suz
Dave Powell	Suz
175	Yam
Carl Collier	Yam
250 STOCK	Yam
Carl Collier	Yam
Gary Peterson	Yam
250 MOD	Suz
Ron Powell	Hon
Gary Peterson	Hon
360 STOCK	Hus
Bill Estes	Hus
360 MOD	Hus
Bill Estes	Hus
400 STOCK	Mai
Kerry Peterson	Suz
Jim Garner, Sr.	Suz
400 MOD	Mai
Kerry Peterson	Yam
Carl Collier	Yam
450 MOD	Yam
Craig Mock	Yam
500 STOCK	Yam
Carl Collier	Yam
Elden Peterson	Mai
500 MOD	Tri
Ken Miller	Tri
650 MOD	Tri
Bill Correll	Tri
Ken Miller	Tri
750 - OPEN	Tri
Neal Mackel	Tri
Ed Shaver	Tri
TOP ELIMINATOR	Tri
Neal Mackel	Tri

TT Scrambles & Short Track Perris Rcw. Perris, Calif. May 11, 1974

by Darleen Burton	
TT SCRAMBLES	
MINI	Hon
Marty Jamerson	Hon
Brian Fountain	Hon
Jeff Johnson	Hon
100 NOV	Kaw
Jon Waples	Bul
Brent Cox	Bul
David Reed	Kaw
125 NOV	Yam
Danny Perkins	Suz
Mike DeBruyn	Yam
Steve Coleman	Yam
100/200	YZ
Gary Staddan	YZ
Charles Summers	YZ
Miles Stickland	Oss
250 NOV	Bul
Mike Jones	Yam
Dorothy Rowe	Yam
Steve Stiesma	Bul
250 NOV	Yam
Eddie Beeson	Yam
Roddy Qualls	Yam
Ken Renner	Yam
250 AM/EX	Yam
Jeff Miller	Yam
John Erickson	Kaw
Dave Johnson	Yam
NOV MOTO	Yam
Carl Brown	Yam
Ken Brewster	Suz

John Wetzel	Bul
AM/EX MOTO	Yam
Paul Lambert	CZ
Robert Swager	CZ
R.G. Stone	Mai
SHORT TRACK	
MINI 100	Kaw
Gregg Scroggins	Hon
Ray Lovell	Hon
Jeff Johnson	Hon
125/175	YZ
Charles Summers	Yam
Dave Johnson	Tri
Harold Hanvey	Tri
250	Bul
Kelly Morriston	Yam
Richard Beck	Yam
Roddy Qualls	Yam
250 & UP	Yam
Jeff Miller	Yam
Mel Stoner	Yam
R.G. Stone	Mai

TT Scrambles & Short Track Perris Rcw. Perris, Calif. May 17, 1974

by D. Burton	
TT SCRAMBLES	
100 NOV	Yam
Steve Mott	Yam
Dorothy Rowe	Kaw
Pat Richmond	Kaw
125 NOV	Suz
Steve Miller	Yam
Dave Anderson	Hon
Mark Mund	Hon
125 NOV	Yam
Phil Popp	Yam
Lance Mayne	Yam
Greg Sargent	Yam
125/175	Hon
Tom Doty	Hon
Rick Anderson	Yam
Gary Graham	Kaw
250 NOV	Yam
Dorothy Rowe	Bul
Mike Jones	Bul
Vince Landry	Bul
250 NOV	Bul
Ron Aguirre	Bul
Roddy Wualls	Yam
Gary Leake	Hon
250 AM/EX	Yam
Don Frauenberger	Yam
Paul Lambert	Yam
Terry Statum	Yam
NOV-MOTO	Yam
Steve Miller	Yam
Ben DelCampo	Yam
Donald Keeling	Suz
AM/EX MOTO	Yam
Rex Hailey	Bul
Jowell Nelson	Kaw
Doug Westly	Kaw
SHORT TRACK	
100	Yam
Dave Anderson	Yam
Tony Popp	Yam
Pat Richmond	Kaw
125	Suz
Steve Miller	Yam
Rick Anderson	Yam
Danny Perkins	Yam
250	Bul
Jim Davisson	Yam
Richard Beck	Yam
Paul Cook	Yam
250	Ric
Jim Wood	Yam
Don Frauenberger	Yam
Paul Lambert	Yam
OPEN	Yam
Terry Grinner	Yam
Steve Nichols	Yam
Rex Hailey	Yam

Deschutes AMA MX Qualifier Bend, Ore. May 19, 1974

by Jan Newman	
125cc	Bul
Fredrick Joehnick	Hon
Mark Tyer	Hon
Pat Wilson	Hus
John Keese	Bul
Kirk Severson	Hus
250cc	Hus



DICK WRIGHT

Wright on Puch downhill.

Hale, Todd, and O'Neal cash in at AME MX

By Dick Wright

MOORPARK, CAL., MAY 19

Three hundred and fifty riders showed up Sunday, 250 trophies were handed out, and a \$500 purse brought a large group of Experts. Jim Hale (Pen), Mike Todd (Mai), and Jim O'Neal (Mai)

took home the big money in the Expert classes.

In the first 125 Expert moto Tony Delatorri (Pen) got the hole shot. Tobi Taki (Hon) was charging hard in second spot, but Jim Hale (Pen) who was running in third spot picked off Taki, moved up on the inside of the uphill straight, and got Delatorri and the win.

The 125 class is just about the most competitive, and the second moto was a case in point. Hale, Taki, Greg Oesch, Jeff Wright, and Jeff Black were all shooting for the lead. It got very hairy coming down Banzai Hill, and Wright and Black ended up in a pile at the bottom. Hale won again with Taki second.

Everyone was back on the line for the last moto. This time Delatorri got a great start and took off up the hill in the lead, with Taki on his tail, and Hale playing it cool in fourth. Delatorri was keeping a good pace and won the moto, Dick Hale got in the act for second spot, Taki was third and Jim Hale fourth which earned him first Overall and top money. Taki was second and Delatorri third.

The 500 Expert class saw Bill Payne run into some bad luck also. He couldn't get his bike started on the line so they gave him two minutes and he brought out a second bike. Joe Root got the lead in the first turn, Don Hicks was close behind, but Jim O'Neal was charging hard with Payne right on his rear tire. It didn't take long for O'Neal to take the lead, but the very fast and smooth Payne was moving up fast and took the lead from O'Neal. O'Neal would not let him get away and the two of them put on a great wheel to wheel battle until the last lap when Payne lost his chain. The win went to O'Neal, and Randy Berkley moved in to second spot.

Payne was out for the day so in the next two motos Jim O'Neal came through the first turn about third but moved into the lead each time, taking the Overall win. Randy Berkley took second, Don Hicks was third, all on Maicos.

In the 250 Expert class Mike Todd (Mai) was just too much for them. He had some good dices with Tony Rogers (Mai) and Jon Miller (Bul), but Todd had the track wired and won all three motos to take the money. Rogers was second and third went to Miller.

The 250 Beginners Division I was fun to watch as Dick White (Yam), in a pair of overalls, is one of the hardest riders I have seen. In his second moto he charged into the lead, came down Banzai Hill full on, went over the berm, made a U-turn, got back on the track in third spot and took over the lead a half lap later. He won the division.

Results in the Results Section.

Matterhorn "freeway" flips, tumbles, and flies climbers

By Ann A. Powell

ORANGE, CAL., MAY 19

"The 'Horn has turned into a freeway, it's no challenge," said the riders. "Anyone can go over the 'Horn, it's lost its sting."

Boy, were those riders in for a surprise! If this was freeway driving, Southern California had better change its mode of living!

The Matterhorn was slick, steep, dusty and nearly impossible. The rock face, which had done little more than slow competitors for the past few months, stopped them cold today. Riders and bikes flipped, tumbled and flew. The hardest workers on the hill were the hookmen, saving many riders from nasty trips back down the hill.

Bill Estes was the first rider to top the hill, managing to get the smallest bike today over the top, a 360 Husky.

After two runs on the hill, few riders

transferred to the first move-up point. Only those riders who get an over from the bottom qualify to advance in the move-up round.

The big surprise of the day came when Neal Mackel failed to crest the hill on his first run. His 820 Triumph usually advances with no problem. Mac managed to put his front tire over the crest, but the back tire is the one that counts.

The most consistent winner of Matterhorn climbs, Mackel wasn't about to give in without a fight. His second run gave him the over, but he advanced to the next round of competition with the handicap of one miss.

From the move up point, bike after bike assaulted the hill. The little bikes were all eliminated, most hitting the base of the sandstone face and stopping dead. Mac was the first rider on the line in the Open class. He got up on the sandstone, even managed to get to the top of it, but was stopped at the 481 foot mark. With three other Expert riders on outstanding bikes still in contention, it looked like Mac was out. Each of these riders still had two tries to top Mac's mark.

Big John Bjorkman tried twice and failed. He has been known to go over when no one else can. Tom La Rue came up, made it to the 425 foot mark, and still had a second run. The second try fell even shorter of Mac's mark. Finally it was time for Ed Shaver, the "Mr. Clean" of hillclimbing. Shaver was a tough man to beat in any race, and this time he knew the mark he had to set. His first run took him up to 456 feet, close, but not close enough. Back on the line, he took off for his final run, the final run of the climb and the difference between first and second place in the Open class and first place Overall.

Shaver hit the sandstone still going well. His bike inched upward, past his first mark. He had Mac's mark in sight when the bike died. That was it, the climb was over and Neal Mackel was, once again, "King of the Matterhorn," top eliminator of the day.

Results in the Results Section.

R.A.C.E. MX Corona Rcw. Corona, Calif. May 16, 1974 by Tom Blattler

MINI	
Bobby Hart	Hon
Tom Hernandez	Hon
Larry Hernandez	Hon
SUPER MINI	
Bobby Jones	Hon
John Gless	Hon
John Rogers	Hon
100 JR	
Cy Franke	Hod
Tom Schoney	Pen
Pat Longfellow	Yam
125 BEG	
George Baker	Suz
Bobby Jones	Hon
Russ Hadley	Suz
125 JR	
David Jones	Hod
Shane Hawley	Hon
Ruben Durazo	Suz
125 SR	
Dave Williams	Pen
Steve Bauer	Hon
Jeff Crump	Pen
250 BEG	
Rick Morrow	Yam
Jack Trotter	Pen
Ron Wormsbecker	Mon
250 JR	
Pat Hawley	Bul
Tom Odem	Bul
Willi Muehlbecher	Bul
250 INT	
Jim Trask	Bul
Greg Done	Yam
Bo Herren	Hus
250 SR	
Ron Burns	Oss
Pat Killilea	CZ
500 JR	
Pat Brown	CZ
Russ Breitmaier	Yam
David Petersen	Bul
500 INT	
Scott Cavness	Bul
Rob Brown	CZ
Ron Miller	Mai

Atlantis Flat Track Garden Grove, Calif. May 19, 1974 by Larry Lepley

PEE WEE BEG	
J. Nutter	Ind
D. Allred	Ind
C. Hill	Ind
PEE WEE INT	
M. Legere	Ind
M. Healey	Ind
M. Tribble	Ind
MINI 6-8	
P. Denis	Ind
R. Dickinson	Ind
B. Kelly	Hon
JR CYCLE	
P. Denis	—
R. Legere	Ind
J. Allred	Ind
60 STOCK 6-8	

P. Denis	Yam
D. Holbert	Yam
W.L. Snyder	Yam
80 STOCK 6-8	
P. Denis	Hon
S. Miller	Hon
W. Kelly	Hon
MINI 9-11	
C. Lepley	Gem
D. Pedroza	Hon
W. Flanagan	Hon
60 STOCK 9-11	
S. Michaels	Yam
D. Foley	Yam
J. Lepley	Yam
80 STOCK 9-11	
R. Denis	Yam
J. Foley	YZ
Dave Hulbert	Hon
80 STOCK 9-11	
Rich Wrobel	Hon
K. Stephenson	Hon
R. Barrett	Hon
80 STOCK	
OVER 12 I	
M. Miller	Hon
B. Heiland	Hon
B. Jordan	Hon
80 STOCK	
OVER 12 II	
Bob Wrobel	Hon
R. Hoffman	Hon
J. Polizzi	Hon
60 MOD 9-11	
S. Michaels	Yam
J. Lepley	Yam
Dave Hulbert	Yam
80 MOD 9-11	
K. Stephenson	Hon
Randy Wrobel	Hon
Rich Wrobel	Hon
60 MOD OVER 12	
B. Heiland	Yam
L. Webster	Suz
S. Lepley	Yam
80 MOD OVER 12	
B. Monteleone	Hon
K. Moran	Ind
R. Hoffman	Hon
POWDER PUFF	
V. Robledo	Yam
P. Bennett	Hon
S. Lepley	Yam
STOCK TROPHY	
Bob Wrobel	Hon
MOD TROPHY DASH	
Kelley Moran	—

**TT Scrambles
 & Short Track
 Perris Rcw.
 Perris, Calif.
 May 4, 1974**
 by Darleen Burton

TT SCRAMBLES
MINI
 Marty Jamerson
 Steve Rigg
 Jeff Johnson
 100 NOV
 Steve Mott
 Steve Rigg
 Tony Popp
 125 NOV
 Wayne Rees
 Jon Wells
 Steve Coleman

175/200	
Steve Bales	Bul
Steve Lyons	Hon
Brian Searcy	Bul
250 NOV	
Jeff Pollastrini	Oss
Dorothy Rowe	Yam
Ken Renner	Yam
250 AM/EX	
Marc Jones	Kaw
Michael Beck	Bul
Dave Johnson	Yam
NOV MOTO	
Carl Brown	Yam
Mark Fitzgerald*	—
Mike Stewart*	Kaw
126-OPEN JR	
Norm Blake	Yam
NOV MOTO	
Richard Watts	BSA
Don Cook	Tri
Mark DeLaney	Yam
AM/EX MOTO	
Don Boon	Kaw
Artie Nay	Kaw
AM/EX MOTO	
Mike Posey	Tri
Rick Marquis	Hon
SHORT TRACK	
MINI 100	
Tony Popp	Yam
Steve Rigg	Ind
Lance Cox	Kaw
125	
Steve Woskoski	Yam
Steve Lyons	Suz
Jon Wells	Pen
175/250	
Paul Cook	Yam
Miles Stickland	Oss
Dorothy Rowe	Yam
250	
Marc Jones	Kaw
Dave Johnson	Yam
Terry Statum	Yam
OPEN	
Steve Nichols	Yam
Terry Grinner	Yam
Paul Lambert	Yam

Yamaha High School MX Series OCIR Irvine, Calif. May 16, 1974 by Tom Corley

0-100 BEG DIV I	
D. Vaughn	Yam Wrkmm.
G. Scheidler	Yam S. Vista
R. Baxter	Hod S. Vista
0-100 BEG DIV II	
D. Heil	Hon L. Altos
D. Summers	Yam L. Altos
M. Tessoroff	Kaw Wrkmm
POWDER PUFF	
C. Steiner	Hod S. Hills
Shelley Kaitz	Hon S. Hills
R. Saunders	Hon Wal
0-100 JR	
H. Hadley	Yam L. Altos
D. Fritchley	Yam S. Hills
G. Bowden	Yam Wrkmm.
101-125 BEG DIV I	
D. Johnson	Yam Wal.
Shawn Beal	DKW S. Hills
M. Pittillo	Hon Wal.
101-125 BEG DIV II	

J. Lammers	Hon Wrkmm.
G. Scheidler	Yam S. Vista
G. Morrison	Yam Wal.
101-125 JR	
C. Yoder	Hon Wal.
C. Haislett	Hon Wal.
K. Lothringer	Ric S. Hills
126-OPEN DIV I	
D. Boulware	Yam Wal.
J. Holzheimer	Hon Wrkmm.
R. Fausel	Hon Wal.
126-OPEN BEG DIV II	
B. Hewitt	Mai S. Hills
B. Smith	Mai S. Hills
L. Boulware	Yam Wal.
126-OPEN JR	
B. Bielegh	CZ L. Altos
B. Mitchell	Yam S. Hills
J. Easton	Hon L. Altos
101-125 EX	
D. Eropkin	Hon Wal.
M. Maxwell	Hon L. Altos
S. Wagner	Hon Wrkmm.
0-100 EX	
R. Zamora	Yam Wal.
126-OPEN	
T. Scruggs	Mai S. Hills
D. Bryson	Yam Wal.
Workman=Wrkmm.	
Walnut=Wal.	
Sierra Vista=S. Vista	
South Hills=S. Hills	
Los Altos=L. Altos	

NMA Motocross J.B. Racer Series Orange Cnty, Calif. May 12, 1974 by C. Whiting

0-8 PEE WEE EX	
P. Denis	Ind
0-8 PEE WEE NOV	
J. Henry	Ind
OPEN 0-61	
MOD EX	
J. Wright	Hon
J. Shore	Bon
OPEN 0-61	
MOD NOV	
S. Michaels	Yam
OPEN JR MINI	
P. Denis	Hon
W. Carpin	Hon
9-11 0-81	
MOD NOV	
S. Walker	Hon
W. Koenig	Hon
R. Johnson	Hon
9-11 0-81	
MOD EX	
J. Little	Hon
J. Hewitt	Bar
12+ 0-81 MOD NOV	
M. Musson	Hon
R. Cazier	Hon
S. Meyer	Hon
12+ 0-81 MOD NOV	
G. Young	Hon
B. Fancher	Hon
S. Shelton	Hon
12+ 0-81 MOD EX	
J. Wright	Hon
W. Simons	Hon
J. Kruger	Suz
12+ 0-81 MOD EX	
B. Jones	Hon
L. Giger	Hon
D. VanTassel	Hon

Open 0-110cc	
J. Wright	Hon
J. Kruger	Suz
P. Hillebrecht	Hon
OPEN 0-110cc	
L. Moorewood	Ind
B. Jones	Hon
B. Kline	Ste
OPEN 0-110cc	
J. Hamilton	Hon
S. Walker	Hon
J. Hewitt	Bar
9-11 STOCK	
0-61 NOV	
G. Licon	Mon
S. Burnworth	Yam
OPEN 0-16 STOCK	
J. Shore	Mon
9-11 STOCK	
0-81 EX	
C. Fromme	Hon
9-11 STOCK	
0-81 NOV	
R. Johnson	Hon
G. Hamilton	Hon
J. Simmons	Hon
12+ STOCK	
0-81 EX	
B. Myerscough	Hon
L. Giger	Hon
W. Simons	Hon
12+ STOCK	
0-81 NOV	
M. Musson	Hon
C. Heisser	Hon
S. Meyer	Hon
12+ STOCK	
0-81 NOV	
B. Fancher	Hon
T. Cattermole	Hon
G. Young	Hon
MOTHERS DAY RACE	
K. Lewis	Hon
L. Syndal	Hon
B. Verardo	Hon
MOD TROPHY DASH	
Jimmy Wright	Hon
STOCK TROPHY	
Brian Myerscough	Hon

Lassen High School MX Susanville, Calif. May 18, 1974 by Rex Backman

100	
J. Polan	Hod Las.
B. Treece	Hod Las.
C. Pattison	Kaw Oro.
125	
B. Booth	Hon Hug.
S. Forbes	Ori.
W. Patterson	Hus Hug.
250	
J. Beach	Hon Hug.
D. Peterson	Bul Ori.
R. Winship	Hon Las.
OPEN	
D. Becker	Kaw Oro.
M. Nessler	CZ Loy.
R. Kuitti	Yam Sur. Vi.
OVER HIGH	
SCHOOL RESULTS	
Hug	51 pts.
Lassen	50
Oroville	24
Oroville	22
Loyalton	14

Surprise Valley Paradise Quincy Westwood

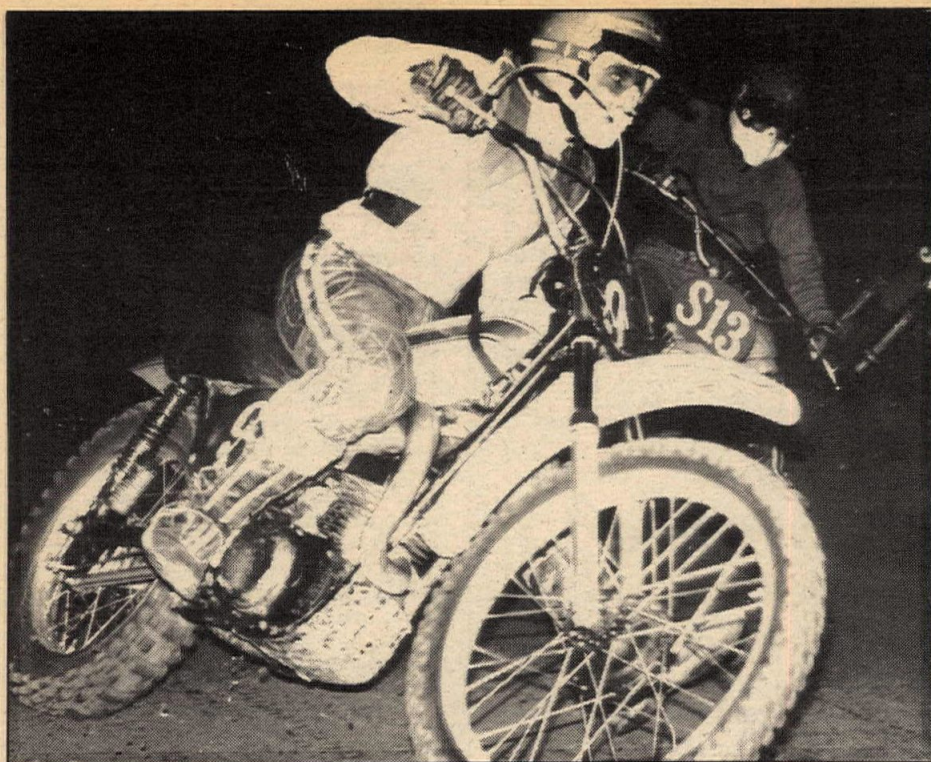
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Owyhee MC MX Boise, Idaho May 19, 1974 by Lenore Richardson

MINI B	
Dale Lee	Hon
MINI EX	
Loren Shockey	Yam
125 BEB	
John Stone	Suz
Rick Mitchell	Hon
John Corn	Hon
125 EX	
John Sparks	Hon
Terry Anderson	Bul
Steve Mulder	Hus
250 B	
Rick Davey	Kaw
Bob Carlberg	Kaw
Arnold Gonzales	Bul
250 EX	
Vic Greenfield	Mai
Dale Javert	Mai
Lonny Wright	Hon
OPEN B	
John Land	Kaw
Jim Gerring	Hus
OPEN EX	
Steve Olson	Hus
Luis Landace	Hus
Marko Simunich	Hus

Half-Mile & TT 395 Cycle Pk. Adelanto, Calif. May 18, 1974 by CFS Photo.

HALF-MILE	
100/125/250 NOV	
Curtis Coakley	Yam
Edward Almstead	Mai
Randy Allen	Bul
OPEN NOV	
Thomas Howe	H-D
Craig Fowler	Suz
Phillip Prevett	Tri
AM/EX	
Brian Coakley	Kaw
Mike Laney	Yam
Earl Roloff	Yam
TT	
100/125/250 NOV	
Curtis Coakley	Yam
Thomas Walker	Kaw
Mark Wyatt	Yam
OPEN NOV	
Dennis Aguirre	Tri
Thomas Howe	H-D
Phillip Prevett	Tri
AM/EX	
Mike Laney	Yam
Earl Roloff	Yam
Brian Coakley	Kaw



Mike Dannelly was third 250 Intermediate at AMC OCIR MX.

CRC at Carlsbad

By G.J.

CARLSBAD, CAL., MAY 19

For twenty minutes, rain and hail fell on Carlsbad Raceway last Sunday. It did some good by loosening up the big hill and other hard spots.

Greg Stone (Yam) minus a front brake came off a second place finish in the first moto and won the remaining two to finish first Overall in the 250 Novice class. All three motos were extremely tight with Greg and Gary Little (CZ) dicing it out. I thought Momma Stone was ready to kill someone when Greg went down during the third moto, but fortunately, when he regained the top position, Mrs. Stone cooled down.

In the Intermediate class, Jack McCormick slid past the rest of the 250 division to place first Overall while Mike Foreman's Honda bashed, mashed and thrashed his competition in the 125s.

The 250 Beginners were embarrassed by the only rider to sign up under 16. Mike Sole and his Husky won all three motos while Jeff Medgyesi's Yamaha brought him a second place trophy.

Huntington High smokes everybody

By Tom Corley

IRVINE, CAL., MAY 18

In a five school MX you would naturally expect to see the pits completely swarming with competitors. Things were just the opposite Saturday night at OCIR during another Yamaha High School MX Series challenge.

While the racing was super the turnout was small. The participating high schools were Huntington Beach, Los Alamitos, Santa Ana Valley, John F. Kennedy and Saddleback. The top five competitors from this and the other OCIR High School Motocross races will be elbowing each other in a big contest in the Superbowl of Motocross in June. Tom Davis of La Palma was the night's winner in the drawing for two free V.I.P. tickets to the event.

Huntington Beach's Clay Musolf (CZ) was the main dude of the night. A fast 250 Expert, Clay didn't have to worry about winning since he was the only 250 Expert class racer, riding in front of the 125 Experts. Musolf did get a run in the special Trophy Dash race because of a poor start. Santa Ana Valley ace Lexie Holtsclaw (YZ) exploded out in front and it wasn't until

the final lap that Musolf blasted by for the win. Duane Mapes (Suz) of Huntington Beach High took the 101-125 Expert win.

At the end of each school race there is always the great Yamaha trophy presentation featuring a platform for the winners to step onto. Safety Engineering Co. gave helmets as added prizes.

Results in the Results Section.

AMC MX

By Stewart B. Sapicoff

IRVINE, CAL., MAY 17

Friday night at Orange County International Raceway 100 Beginner David Wensley (Yam) racked up three consecutive first place victories and displayed an excellent combination of style and agility, unique in any Beginner class.

In the 250 Novices everyone had a clear case of "Gritters jitters." Greg Gritters (Kaw) completely blew everyone's chances of victory by scoring a 1-2-1 in the three motos. Mike Effenberger, riding one of the new KTM's that everyone seems to be talking about, (not to mention keeling over when they hear how much they're going out the door for), was the guy who took first place away from Gritters in the second moto, but his Overall points standing was still no better than to get him a third for the evening. Not to forget second place, Kirk Matkin (Bul) was the guy who nailed it down with Effenberger coming within one point of almost stealing it away from him.

Walnut High again

By Tom Corley

IRVINE, CAL., MAY 16

The Yamaha sponsored non-sanctioned High School MX Series at OCIR is the only weekly program of its kind. In every race it seems like the promoter, Saddleback Park tries to cram as many schools into the event as possible.

Such was the case last Thursday when five schools (Workman, Walnut, Sierra Vista, South Hills and Los Altos), put on a super challenge. Mike Thatcher, a sophomore at Walnut deserves the credit. It worked so well last week between Walnut, South Hills and Los Altos that they fired one off again.

In the 100 class competition consistent shoe Huff Hadley (Yam) zonked the Junior class for Los Altos. Dan Fritchle (Yam) was blasting the class in the final moto even though his bike was evil handling, placing second Overall over Gary Bowden.

The Combined Expert thriller featured Ted Scruggs and radical Dave Eropkin, the fastest guys I've seen in a school contest yet. They put on a show for the grandstands people and were battling it out for the three motos. Scruggs' 500 class Maico had an even match race with the tricked out Honda of Eropkin. They took the jumps by crossing it up and often wiggled the front end while soaring through the air. Scruggs whipped the 126-Open for South Hills over Ray Wong and Danny Bryson. Eropkin smoked the 101-125 Expert class over Mitch Maxwell (Hon) and Steve Wagner (Hon).

The Yamaha-donated trophies were handed out in the best way possible 'cause each school had trophy foxes who were Debi Hyatt (Los Altos), Juli Jacobs (South Hills), Sue Locke (Walnut), Brenda Wardlow (Sierra Vista) and Roxanne Lumson of Workman. The track announcer Bill Martinez summed up the trophy presentation best by saying "Those guys aren't after the trophies, they grab the broads first!"

Steve Montague in the 500 Junior race at OCIR.



R.A.C.E. MX

By Tom Blattler

CORONA, CAL., MAY 16

The 250cc Beginner class saw 19 riders start the first moto. The first turn looked like a disaster area, as bikes were all over the place. Coming out of the mess in the lead was Rick Morrow (Yam), making only his second appearance at Corona Raceway this season. After the first turn confusion, the field was spread out along the course, and Morrow and Ron Wormsbecker (Mon) began to battle for the lead. But Morrow held off the Montesa rider to take the win in the opening moto.

In the second moto, the starting line had 17 hot bodies ready to go and give it another try. This time the number one turn was not quite as bad, although a few riders did go down. It was Morrow again grabbing the win over Wormsbecker and Dennis Brown (Yam).

The final moto looked to be another close battle between Morrow and Wormsbecker, but Ron's Montesa got a little too tired and he did not finish the moto. From that point, Morrow had the moto win and the Overall class victory over a host of riders. Finishing second in the final moto was Galen Twitchell (Bul).

Jack Trotter (Pen) rode to very consistent finishes in the three motos, and after a fourth last week, Trotter grabbed second Overall followed by Wormsbecker and Twitchell.

In another close and exciting race, Pat Hawley captured two of the three motos in the 250cc Junior division to take the Overall class honors. Hawley, riding a AAA Cycles Bultaco, scored 817 points to Tom Odom's (Bul) 738 markers. Bultaco also captured the third and fourth place position with Willi Muehlbecher and Bill Kissell.

Results in the Results Section.

Ross slides to victory

By Tom Corley

IRVINE, CAL., MAY 15

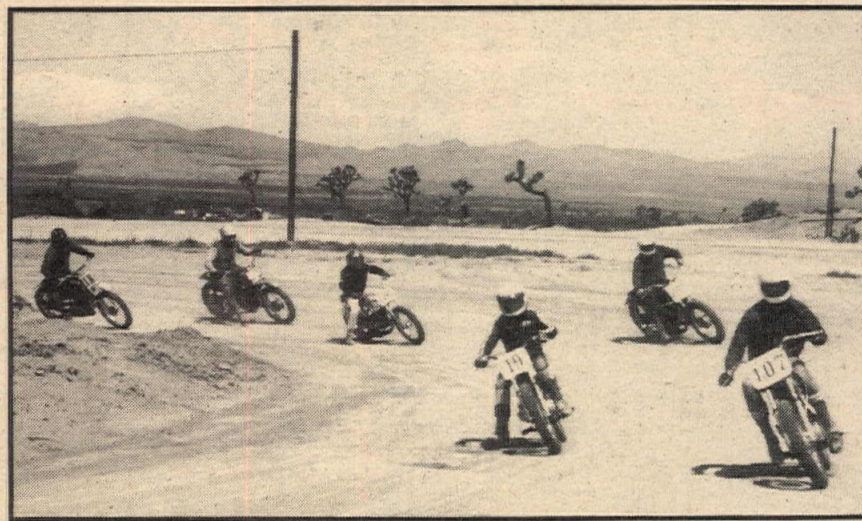
SRA Speedway action lit off for the second time last Wednesday under the Orange County International Raceway lights. The Saddleback Park promoted program is showing off the talents of some of the better Division Two and Three racers, with potential First Division speed.

The Handicap Main got off to a bad start with a rider not making the two minute time limit to get his ESO fired up. Then two guys crashed on the second full lock slinging corner which narrowed down the competition. Bob Hetrich and Dave Sims took advantage and placed on top.

In the Scratch Main event Craig Shaefer hit a wall which took his rear fender, derailed his chain and put him out of the running. Bobby Ross took command and victored the class over Bob Herz and Bill Firnhaber.

Details in the Calendar Section.
Results in Results Section.

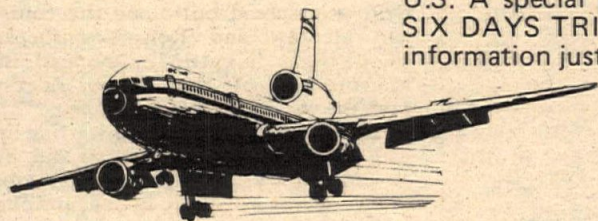
Sliding one of the most innovative surfboards around.



Despite a bitter cold wind, racers at 395 Cycle Park TT May 19 were still ready to go. Mike Pigsley (Kaw) 19 and Curtis Coakley (Yam 107) dice for the 100-125 first turn lead.

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Dallas	\$235.00

Talladega Road Race

Talladega, Alabama
September 1st, 1974

Included:
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Ontario, California
October 6th, 1974

Included:
Round Trip Air Fare by scheduled carrier from the city indicated — Coach class including transportation tax. Transfers to and from Los Angeles International Airport. 2 nights hotel accommodation in Ontario. 1 General Admission ticket to the event. All applicable taxes, both local and federal.

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REGULARLY SCHEDULED EVENTS

Attention Promoters

Place your listing for your regularly scheduled events here. Just send your copy (40 words max) and a check for five issues (\$25.00) to Cycle News, P.O. Box 498, Long Beach, CA 90801. 213-427-7433 or 636-8844.

Every Saturday

Moreno Valley M.C., MX all classes, Gate \$3., Race Entry \$5. Sign in: 7:30 a.m., Race: 9. Min. 33% nice trophies. De Anza Cycle Park, 15 mi. east Riverside on US 60, Take Theodore off-ramp to Ironwood & follow signs. Info: 714-653-2633 or 714-735-1301.

Every Saturday Night

Elsinore Raceway TT Scrambles. Gates open 4 p.m., sign-up 5 to 7:30, practice 6:30, race 8. Admission \$1.50, race \$2. Camping Free. Sunday practice \$1 per bike, silencers required. 714-826-2386.

Sunday TT Scrambles

Valley Cycle Park, Southern California's newest TT track. Summer series starting June 9. All Classes. Expert payback. Practice 9 a.m. Race 10 a.m. Silencer required. Fillmore Fwy. & Tierra Rejada Road, Moorpark. Phone: (805) 529-9546.

Every Sunday

Motocross — Rawhide Park. All classes. 100% payback to Experts. Gates open 7 a.m. Overnight camping. Between Perris and Elsinore on Hwy. 74, 2½ miles east of Hwy. 71. Open riding on 840 acres every day from dawn to dusk. (714) 689-0871.

Motocross Every Sunday

San Francisco Champion Raceway, AMA Motocross. Open 6:30 a.m. Race 9:00. Bonus Trophy payout. \$5. pre-entry, \$7. post entry. Saturday practice. In San Francisco, on Bayshore (101) Frwy., directly across from Candlestick Park. Info: (916) 351-0271. P.O. Box 13027, Sacramento, CA 95815.



T. Brennan

CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number

May 28-June 7

ISLE OF MAN CLASSICS

Thursday, May 30

HIGH SCHOOL MX SUPERBOWL QUALIFI.
OCIR, Irvine, CA. Monroe, Wilson LB, Western, Katella. Top 125 rider from ea. school qualifies. 30% brass, med. ins. cov. Open 4:30 p.m., race 7. 714/838-3093.

NITE MX
Portland Int'l. Rcw., West Delta Pk., Portland, Ore. Sil. rqd. 503/285-6635.

LAND USE MEETING
Miramonte School, Miramonte, CA. Public meeting to learn desired uses of Hume area, Sequoia Nat'l. Forest. 7:30 p.m., written comments to Forest Supervisor, 900 W. Grand Ave., Porterville, CA. 93257. 209/784-1500.

R.A.C.E. NIGHT MX
Corona Rcw., Corona, CA. Hwy 91 to Pierce, Rt. to Magnolia, Rt. again to Buchanan, to track. Open 5:30 p.m., race 7:30. 714/735-1705.

CLASS A SPDWY.
Irwindale Rcw., Irwindale, CA. Spectators \$3/\$2/\$1 Adults/Juniors/Kids. Under 8 free. Program begins 8 p.m.

CMC NITE TT & HALF-MILE
Ascot, Gardena, CA. 200% pro p.b., rider med. cov., mini class (-16). Class C tires & leathers rqd. for half mi. \$5 entry at track. Pits open 4:30 p.m., prac. 6 p.m., race 7:30. 714/557-3323.

Friday, May 31

AMA REGIONAL TT
Clackamas Ore. 13500 Lawnfield Rd. Entries close May 10. Race 7 p.m. CN Conting'cy. \$25 to 1st/2nd/3rd ea. class final.

HIGH SCHOOL MX
Corona Rcw., Corona, CA. Palm Sprs., Bloomington, Colton, Arlington, Ramona Hgls. Open 5 p.m., prac. 6, race 7. 714/688-5484.

CLASS A SPDWY.
Orange County Fgds., Costa Mesa, CA. Open 6:30 p.m., race 8:15.

D-36 NITE SHORT TRACK
Fremont Rcw., Fremont, CA. All classes & minis. Sil. rqd. \$3 ride or watch. Open 3:30 p.m., prac. 5, race 6:30. 415/327-4461.

ASCOT GOLD MEDAL HALF-MILE SERIES
Ascot, Gardena, CA. \$2,000 purse each race, plus point fund & contingencies. \$21,000 total for series. Nov/Am/Ex. Open 6:30 p.m., race 8.

AMA NIGHT MX
Orange County International Raceway, Irvine, CA. Open 5 p.m., prac. 6-7, first race 7:30. Members \$5, \$10 Expert, non-members \$2 extra. 100% payback. 714/532-3923

CMC NITE SHORT TRACK
Triple M Spdwy., Marysville, CA. Leathers, silencers, Cl. C traction, CMC lic. rqd. All classes. Sign 5:30 p.m., race 8. 916/674-3547.

AME NITE MX
Indian Dunes, Valencia, CA. International Course. First race 8 p.m. 805/259-8000.

D-35 SCRAMBLES
Porterville, CA., cor. Olive St. & Doyle St. 805/784-4564.

NMA NITE MINI MX
Indian Dunes, Valencia, CA. Sign 6:30 p.m.

CMC NIGHT MX
Irwindale Rcw., Irwindale, CA. Entry \$5 all classes. 200% pro p.b. Open 4:30 p.m., sign till 6:30, race 7:30. CMC lic. rqd., \$3,000 med. cov. 213/334-4949 or 714/557-3323.

D-36 SCRAMBLES
Vallejo Spdwy., Vallejo, CA. Class C traction, sil. rqd. 92db limit, meter on grounds. Minis, too. Sign 5 p.m., prac. to 6:30. 707/644-0741.

AMC NIGHT MX
Orange County International Raceway, Irvine, CA. Open 5 p.m., prac. 6-7 p.m., first race 7:30. Mem. \$5, \$10 Ex. non-memb. \$2 ex. 100% p.b. 714/532-3923.

June 1-2

D-37 VIEWFINDERS GP
Indian Dunes, Valencia, CA. Entries open Apr. 1, watch for Cycle News ad with official Viewfinders entry, or use D-37 entry blank. \$10 & 2 SASE to 899 Darrell St., Costa Mesa, CA 92627. All classes plus minis, hacks, puff. 714/645-4178.

PONDEROSA HARE SCRAMBLES
E. of Lancaster, CA on Ave J. 3 x 7 mi. loops, 40% brass, patches. Beg. & O.T. \$6 entry, 10 a.m. start. 213/367-2907 or 324-4747.

Saturday, June 1

D-36 SCRAMBLES
M.O.R.E. BENEFIT
Lodi Cycle Bowl, Lodi, CA. All classes & minis. Class C traction, silencers, 3 plates rqd. Archie Clark Memorial. Spl. Events: Destination Poker Run, D-36 Plate race, Puff Exhibition, cash drawing. \$3.50 ride/\$2.50 watch. Sign 4 p.m., race 7. 415/477-8524 or 368-7182.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac. 8, race 9:30. Membership req'd. 714/586-7964.

TRAIL RIDING SCHOOL
Saddleback Park, Santiago Cyn. Rd. E. of Orange, CA. Basic trail riding techniques taught by Chuck Minert. \$15 tuition + gate, 10 a.m. start. Lim. 20 riders per day. Send entry & date desired to P.O. Box 3371, Whittier, CA 90605.

D-36 NITE SCRAMBLES
Happy Valley Rcw., So. of Redding, CA. on Hwy 99 to Canyon Rd. or Happy Valley Rd., follow signs. Class C tires, silencers rqd. Riders insured. Sign 5:30 p.m., race 8. Shasta M/C 916/241-7724.

AMA PRO TT
Castle Rock Fgds., Castle Rock, WA. \$900 purse. Mt. St. Helens MC 206/636-4976.

NIGHT INDOOR MX
Spring Creek Horse Palace, Elko, Nv. Trail-125-250-Open, 4 berserko motos. Deep wet sand surface. Sign 7 p.m., race 8. 702/738-7733.

D-35 SCRAMBLES
Santa Maria Spdwy.,

of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

San Luis Sylders
805/772-3694.

D-35 MX
Madera, CA. Pathfinders MC 805/226-4939.

MOTOCROSS
Carlsbad Rcw., Carlsbad, CA. Two 25 min. Ex. motos, 30 minute practices. Open 7:30 a.m., Tech. Insp. & racing begins 9:30 a.m. Rolf Tibblin MX Club. 714/724-8091.

CMC NITE MX
South Bay Pk. Spdwy., Otay Mesa, Chula Vista, CA. 200% p.b. to pros. Sign 4:30 p.m., race 7:30. 714/420-7414.

D-36 SHORT TRACK
Sonoma Cnty. Fgds., Santa Rosa, CA. All classes, no minis, Class C traction. Sign 4 p.m., race 6:30. 707/838-2731.

SHORT TRACK & TT-NITE
Perris Rcw., Perris, CA. Must be over 18 with ID or notarized statement on file for 74. Open 5 p.m., S.T. 6 p.m., TT following short track program. 714/657-3678.

S.A.M. MX
Saddleback Pk., Orange, CA. No memb., no mail entry. \$6 post. Ex. 2 x 40 min. motos, others 3 x 20 min. 100% Ex. p.b. Open 7 a.m. 714/979-9233.

MOTOCROSS
De Anza Park, E. of Riverside, CA on Hwy 60, Theodore exit. Sign 7:30 a.m., race 9. \$5 all classes. 714/653-2633 or 735-1301.

NITE TT SCRAMBLES
Elsinore Rcw., Elsinore, CA. Sil. rqd., free camping. Beginners classes. Ride \$2.50, watch \$1.50. Sunday practice \$1.50/bike. Open Sat. 5 p.m., sign 6, race 8. 714/826-2386.

D-36 SHORT TRACK
Monterey Cnty. Fgds., Monterey, CA. Class C traction, all classes & minis. 5 wk. Hi-point trophy after last race June 22. Sign 5:30 p.m., race 8. 408/899-2401.

HIGH SCHOOL MX SUPERBOWL QUALIFI.
OCIR, Irvine, CA. Costa Mesa, Cal./Whittier, La Mirada, Alta Loma. Top 125 rider from ea. school qualifies. 30% brass, med. ins. cov. Open 4:30 p.m., race 7. 714/838-3093.

CMC SPORTSMAN SHORT TRACK
Cycloland Spdwy., 14 mi. So. of Chico, CA., Hwy. 99 E & Gage Shippee Rd. CMC, D-36 memb. rqd., also 3 plates. Sixth mi. oval, no Class C Experts. 100 Nov. 200/250/360. Sign 5:30 p.m., prac. 7, race 8. 916/342-9302.

R.A.C.E. MX
Corona Rcw., Hwy 91 to McKinley. All classes inc. oldtimers (32-up). 30% brass, 100% p.b. to Seniors. Open 8:30 a.m., race 10. 714/735-1705.

Sunday, June 2

BRITISH 250 MX GP — Portsmouth

DANISH 500 MX GP — Nissebjerget

FINNISH 125 MX

W. GERMAN TRIALS RND.

AMA NATIONAL ROAD RACE — Road Atlanta, Ga.

SRA ENDURO
Spring Fling, Imed No. of Red Mtn., CA. A & B riders go 75 mi., C go 2 loops, puff & minis go one. Pins, goodies, 20% brass. 2

SASE & \$7 to SRA, Box 3882, Torrance, CA 90510. 213/320-1015.

FIELD DAY
Snipes Park, Norco, CA. off Riv. Fwy., Norco exit to 5th & Hammer Blvd. Family-style race & motos, 11:30 a.m. start. 714/734-1546.

CROSS COUNTRY
Idaho St. Ch. postp'd Mother's Day race. Follow arrows from Orofino Bridge, Orofino, Idaho. 100cc goes half way. New course. Sign 7:30 a.m., race 10. 476-3438.

TV FILM
KTTV Ch. 11. Los Angeles area. Will screen Pete Starr's Bad Rock Two Day film (excellent color, enduro-type footage & bitchin' banjo background) at 9:30 local time.

SRAC TT
Coal Crk. Rcw., Lafayette, Co. Lions Club Benefit. Race Noon.

BCA MX
Indian Dunes, Valencia, CA. 30% brass, 100% Ex. p.b. First race 9:15 a.m. 805/259-8000.

AMC MX
Carlsbad Rcw., Carlsbad, CA. 100% brass & \$500 guar. purse. Mail entry \$12/\$8 Ex/others. P.O. Box 392, Tustin, CA 92680. Non-memb. \$2 extra. Open 7 a.m., race 9:30. 714/532-3923.

SRAC MX
Berthoud, Co., 40 mi. No. Denver on I-25. 30% brass, Ex. cash. 303/494-7303.

CRC DESERT TEAM RACE
Lucerne, CA. 40% brass. 2 riders may ride 1 or 2 bikes. All classes, no memb. rqd. 714/688-1291.

TRA BENEFIT SHORT TRACK
Benton Ln. Pk., Hwy. 99 W., Corvallis, Or. Benefit Childrens Hospital School. Rain date, June 9. Sign 11 a.m., prac. Noon, race 1 p.m. 503/344-9401.

DRA HARE SCRAMBLES
"Iron Mountain Snake Chase." Adelanto, CA. 2 mi. loop, 20% brass, cash, pins. SCAT comm., amb. 9 a.m. start. 714/373-4647.

MOTOCROSS
De Anza Park, E. of Riverside, CA on Hwy 60, Theodore exit. Sign 7:30 a.m., race 9. \$5 all classes. 714/653-2633 or 735-1301.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac. 8, race 9:30. Membership req'd. 714/586-7964.

AFM ROAD RACE
Ontario Mtr. Spdwy., Ontario, CA. All classes, Prod. GP, Sidercar, Superstreet/Cafe. Entry \$15 solo/\$20 sidecar, \$5 ex. bike. AMF card rqd., sign 8 a.m., prac. 9, race 1 p.m. 714/675-2153 or 213/447-7332.

WSRA SHORT TRACK
Plumas Cnty. Fgds., Quincy, CA. 3/8 mi. banked oval. Sign 1 p.m., prac. 2:30, race 4. 702/322-8083 or 329-7738.

TRIALS ATA/PITS
2nd Round of Calif. State Championship. Rawhide Pk., Hwy 74 btw. Perris & Elsinore. Gate \$3/bike. Entry \$4. Free camping. Sign 8 a.m., ride 9.

MOTOCROSS
Sage Park, 13 mi. So. of Ridgecrest, CA on Hwy 395. All classes, plus mini-mini, Old Man's, Puff. Race \$4 incl. amb. fee, watch \$1.50/\$5.00. Start 9 a.m. 714/377-4619.

MINIS TT & FT TROPHY DASH
Atlantic Pk., Garden Grove, CA. Fwy 22 Magnolia exit. So. to Westminster. Sign 9:30 a.m., race 10:30. 714/842-9778.

AME MX
Valley Cycle Park, Moorpark, CA. Hwy. 101 to Hwy. 23, N to Tierra Rejada, R. Sil., memb., 3 plates all rdd. Open 6:30 a.m., prac. 8, race 9. 213/675-1922 M-F 1-6 p.m.

NMA MINIS
Indian Dunes, Valencia, CA. Sign 8:30 a.m.

CMC MOTOCROSS
Saddleback Park, Irvine, CA. Open 6:30 a.m., first race 9. Memb. rdd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA 92626.

D-36 MOTOCROSS
T-Car Spdwy., So. of Carson City, Nv. behind Stewart Indian School. Pre-Post incl. ins. \$5.50 & \$7.50. Plenty gas & camping OK. T-Car, P.O. Box 290, Carson City, Nv. 89701. 702/882-5030.

MOTOCROSS
Lake Dolores, CA. Vegas Fwy. to Yermo to Minneola Rd., then L. approx. 4 mi. 33% brass to Sptsman., 100% p.b. to Ex. Sign 8 a.m., race 10. 714/252-2553 aft. 5 p.m.

CRC MOTOCROSS
Rawhide Park. 40% trophies same day. No membership req'd. All classes. Info: 213/830-7519 or 714/688-1291.

D-36 MX
World Champion Rcw., San Francisco, CA. near Candlestick Park. All classes. Sil. rdd. Spark arr. rdd. Ride \$5, watch \$2.50, kids free. Sign 6:30 a.m., race 9. 916/351-0271.

AME MOTOCROSS
Spillway Pk., Santa Maria, CA. 100% p.b. Ex. Mail entry save \$3 3292 Ferndale Dr., Santa Maria, CA 93454. Sign 7:30 a.m., prac 9. 805/937-4043.

MOTOCROSS
Lake Dolores, CA. 15 mi. past Barstow on Vegas Fwy., Rt. on Minneola Rd. 33% brass, all classes. Camping. Sign 8 a.m., race 10. 714/252-2553 or 252-2070.

FIELD MEET
"Do It In The Dirt"
Day, Saddleback Pk., Orange, CA. OCMC Dirs. Assn. 714/642-4343.

TV FILM
KTTV Ch. 11. Los Angeles area. 9:30

MOTOCROSS
Silver City Track, Vegas Valley Dr., Las Vegas, Nv. 3 motos, sign 6:30 a.m., race 9.

Monday, June 3

PRE-ENTRIES CLOSE
For Inter-AMA MX, Widowmaker Pk., Salt Lake City, Ut., June 30. Post Entry fee \$25.

LAND USE MEETING
Concerning Hume are of Sequoia Nat'l. Forest, public invited. 7:30 p.m. at Visalia Convention Ctr., Exhibit Hall B, 303 Acequia St., Visalia, CA. Written comments to Forest Supervisor, 900 W Grand Ave., Porterville, CA 209/784-1500.

Tuesday, June 4

CLASS A SPEEDWAY
Ventura Co. Fgds., off Ventura Fwy. Open 6:30 p.m., race 8:15.

EIGHTH MILE SHORT TRACK
Peaceful Cove, Idaho. 3 mi. out of Boise, follow markers from end of Harrison Blvd. \$6 entry all classes. Sign 3-6 p.m., race 8. Owyhee M.C., 208/373-6863 or 375-1231.

Wednesday, June 5

NITE SHORT TRACK
El Toro Spdwy I-405 to El Toro exit. Minis thru 350cc. Open 5 p.m., race 7:30. 714/530-0324.

SPEEDWAY
OCIR, Irvine, CA. 8 p.m. start. Also Saturday Stu Morley Spdwy. Scho. 714/838-3093.

NITE FLAT TRACK, TT
Corona Rcw., Corona, CA off Hwy 91. Open 5:30 p.m., prac. 6:30, race 7:30. Sandak 714/970-5220.

CMC NITE MX
Ascot, Gardena, CA. Rider med. cov. 200% pro

p.b., Jr/Int. ride 3 motos, mini class (-16). \$5 entry at track. Pits open 4:30 p.m., prac. 7, race 7:30. 213/321-1610 or 323-9710.

CMC NITE MX
South Bay Pk. Spdwy., Otay Mesa, Chula Vista, CA. 200% p.b. to pros. Sign 4:30 p.m., race 7:30. 714/420-7414.

Thursday, June 6

CMC NITE TT & HALF-MILE
Ascot, Gardena, CA. 200% pro p.b., rider med. cov., mini class (-16). Class C tires & leathers rdd. for half mi. \$5 entry at track. Pits open 4:30 p.m., prac. 6, race 7:30. 213/321-1610 or 323-9710. 714/557-3323.

NITE MX
Portland Int'l. Rcw., West Delta Pk., Portland, Ore. Sil. rdd. 503/285-6635.

CLASS A SPDWY.
Irwindale Rcw., Irwindale, CA. Spectators \$3/\$2/\$1 Adults/Juniors/Kids. Under 8 free. Program begins 8 p.m.

R.A.C.E. NITE MX
Corona Rcw., Corona, CA off Hwy 91. Open 5:30 p.m., prac. 6:30, race 7:30. 714/970-5220.

HIGH SCHOOL MX SUPERBOWL QUALIFI.
OCIR, Irvine, CA. Upland, Mayfair, Canyon, Aviation. Top 125 rider from ea. school qualifies. 30% brass, med. ins. cov. Open 4:30 p.m., race 7. 714/838-3093.

LAND USE MEETING
Concerning Hume area of Sequoia Nat'l. Forest. Public invited. 7:30 p.m. at Fashion Fair Community Hall, 645 E. Shaw, Fresno, CA. Written comments to Forest Supervisor, 900 W Grand Ave., Porterville, CA 93527. 209/784-1500.

Friday, June 7

AMA PRO TT
\$1500 purse, 13500 Lawnfield Rd., Clackamas, OR. Oregon Sidewinders, 503/659-1022.

CLASS A SPDWY.
Orange County Fgds., Costa Mesa, CA. Open 6:30 p.m., race 8:15.

D-36 NITE SHORT TRACK
Fremont Rcw., Fremont, CA. All classes & minis. Sil. rdd. \$3 ride or watch. Open 3:30 p.m., prac. 5, race 6:30. 415/327-4461.

CMC NITE SHORT TRACK
Triple M Spdwy., Marysville, CA. Leathers, silencers, Cl. C traction, CMC lic. rdd. All classes. Sign 5:30 p.m., race 8. 916/674-3547.

D-36 SCRAMBLES
Vallejo Spdwy., Vallejo, CA. Class C traction, sil. rdd. 92db limit, meter on grounds. Minis, too. Sign 5 p.m., prac. to 6:30. 707/644-0741.

CMC NIGHT MX
Irwindale Rcw., Irwindale, CA. Entry \$5 all classes. 200% pro p.b. Open 4:30 p.m., sign til 6:30, race 7:30. CMC lic. rdd., \$3,000 med. cov. 213/334-4949 or 714/557-3323.

NMA NITE MINI MX
Indian Dunes, Valencia, CA. Sign 6:30 p.m.

SWAP MEET
Motorcycle & Automotive. Great Western Exhibit Ctr., Los Angeles, CA. Santa Ana Fwy to Eastern & Atlantic Ave. Open 6 p.m., \$5/selling space. 213/588-0558.

AMC NIGHT MX
Orange County International Raceway, Irvine, CA. Open 5 p.m., prac. 6-7 p.m., first race 7:30. Mem. \$5, \$10 Ex. non-memb. \$2 ex. 100% p.b. 714/532-3923.

AME MX - NITE
Indian Dunes, Valencia, CA. International Course. First race 8 p.m. 805/259-8000.

June 8-9

CAL. HSMX CHAMP.
Indian Dunes, Valencia, CA. 805/259-8000.

SRAC ROAD RACE
Aspen Rcw., Aspen, Co. Rt. 82 E. from Glenwood Sprs. about 35 mi. to Woody Crk., follow signs. All classes, Prod., Cafe, GP, Sidecar, dirt bike. Camping at track. Prac. all day Sat., sign 8 a.m., Sun, race noon. \$10 entry, \$5 add'l. class. 303/761-4111 days, 778-8417 eves.

Saturday, June 8

AMA NAT'L HALF-MI.
Louisville, Ky. (nite)

TRAIL RIDING SCHOOL
Saddleback Park, Santiago Cyn. Rd. E. of Orange, CA. Basic trail riding techniques taught by Chuck Minert. \$15 tuition + gate, 10 a.m. start. Lim. 20 riders per day. Send entry & date desired to P.O. Box 3371, Whittier, CA 90605.

AMA PRO TT
\$1200 purse, Graham, WA. Blue Barons MC, 774 Violet Meadows, Tacoma, WA 98444.

D-36 SHORT TRACK
Monterey Cnty. Fgds., Monterey, CA. Class C traction, all classes & minis. 5 wk. Hi-point trophy after last race June 22. Sign 5:30 p.m., race 8. 408/899-2401.

NITE TT SCRAMBLES
Elsinore Rcw., Elsinore, CA. Sil. rdd., free camping. Beginners classes. Ride \$2.50, watch \$1.50. Sunday practice \$1.50/bike. Open Sat. 5 p.m., sign 6, race 8. 714/826-2386.

CMC NITE HALF-MI. & TT
South Bay Spdwy., Otay Mesa, Chula Vista, CA. 125, 250, 500, Open Jr/Int/Ex. \$5 entry. Open 4:30 p.m., race 7:30. 714/420-7414.

SHORT TRACK & TT - NITE
Perris Rcw., Perris, CA. Must be over 18 with ID or notarized statement on file for 74. Open 5 p.m., S.T. 6 p.m., TT following short track program. 714/657-3678.

AMA SCRAMBLES
Clackamas, Or., 13500 Lawnfield Rd. 100, 200, 250, 500 classes. Med. ins. cov. Pit gate closes 6:45 p.m., race 7. Oregon Sidewinders 503/659-1022 or 632-3857.

INDOOR SHORT TRACK
Klamath County Fgds., Klamath Falls, Or. Class C traction, silencers, 3 plates rdd. Open 4:30 p.m., prac. 5, race 6:30. 503/882-8571.

HIGH SCHOOL MX SUPERBOWL QUALIFI.
OCIR, Irvine, CA. San Pedro, Marshall (LA), Fairfax. Top 125 rider from ea. school qualifies. 30% brass med. ins. cov. Open 4:30 p.m., race 7. 714/838-3093.

MOTOCROSS
De Anza Park, E. of Riverside, CA on Hwy 60, Theodore exit. Sign 7:30 a.m., race 9. \$5 all classes. 714/653-2633 or 735-1301.

MOTOCROSS
Carlsbad Rcw., Carlsbad, CA. Two 25 min. Ex. motos, 30 minute practices. Open 7:30 a.m., Tech. insp. & racing begins 9:30 a.m. Rolf Tibblin MX Club. 714/724-8091.

INDOOR SHORT TRACK
Reno Pk., Nv. 16 mi. No. of Reno on Hwy 395. Tenth-mi. track. Sign 4 p.m., race 8. Reno Park MC, 702/972-8376.

S.A.M. MX
Saddleback Pk., Orange, CA. No memb., no mail entry. \$6 post. Ex. 2 x 40 min. motos, others 3 x 20 min. 100% Ex. p.b. Open 7 a.m. 714/979-9233.

CMC SPORTSMAN SHORT TRACK
Cycliland Spdwy., 14 mi. So. of Chico, CA., Hwy. 99 E & Gage Shippee Rd. CMC, D-36 memb. rdd., also 3 plates. Sixth mi. oval, no Class C Experts. 100 Nov., 200/250/360. Sign 5:30 p.m., prac. 7, race 8. 916/342-9302.

D-36 SHORT TRACK
Petaluma Fgds., Spdwy., Washington St., Petaluma, CA. Class C traction, Sil. 92db rdd. All classes & minis. Sign 4 p.m., prac. 5-6 p.m. 707/762-8581.

SRAC MX
Coal Crk. Rcw., Lafayette, CO. 25 mi. No. of Denver on I-25. B riders Sat., A riders Sun. 11 a.m. start.

D-35 SCRAMBLES
Tulare Fgds., Tulare, CA. Tulare Trackmasters, 805/688-2371.

D-37 TT - NITE
Elsinore Rcw., Elsinore, CA. Sign-up closes 7:30 p.m. Gripsters M.C., 714/827-5560.

D-36 SHORT TRACK
Pioneer Arena, Oakdale, CA. All classes. Sign 5:30 p.m., prac. 6, race 7:30. 209/869-1457.

Carlsbad June 2

(world championship course)

100% Trophies

\$500 guaranteed Expert purse

12" Finisher Trophies (awarded same day).
3' Trophies to 1st in class.
Top 10% receive 30" Trophies



For info: 714-532-3923



Gates open: 7 a.m. — Prac: 8-9 — 1st race: 9:30
Mail entry: \$12. Experts, \$8 regulars.
Post entry: \$15 Experts, \$10 regulars.
(non-members \$2.00 extra)
Mail to AMC, P.O. Box 392, Tustin, CA 92680
(all mail entries must be received by Friday noon.)
Under 18 need notarized consent.
AMC '74 membership \$5.00

DESERT Team Race - June 2

40% Trophies

photos Lucerne photos
2 riders on 1 or 2 bikes
6x20 miles
BEGINNER-NOVICE
Schoolboy (under 16)
Veterans (+35)-P.Puff & Minibikes
9 a.m. start
Entry fee: \$8 per rider, (\$7 members)
2 Trophies per team
No Membership Required

CRC 714-688-1291

TT SCRAMBLES JUNE 9

every Sunday thereafter

Southern California's newest
High Speed Scrambles Course
All classes including
Mini & Old Timers
Sign-up 8 am. Practice 9 am. Race 10 am.

Valley Cycle Park

Fillmore Fwy & Tierra Rejada Road
Moorpark, CA (805) 529-9546

CRC Motocross

JUNE 2 RAWHIDE

June 9 — Valley Park
June 16 — Carlsbad
June 23 — Indian Dunes

40% Trophies — same day
Beg-Nov-Int-Ex
Schoolboy (under 16)-Veterans (+35)
P. Puff & Minibikes
Prac: 8 a.m. — 1st race: 9:30
No Membership Required

213 830-7519

ENDURO

ROAD RUNNER II

Family Enduro
June 9 — Red Mountain

7 a.m. start
20% Trophies — Finisher Pins
65 miles — 1st loop easy,
2nd loop challenging
A, B & C riders welcome.
P.Puffs & Mini 1st loop only
(40% Trophies)
All Family type teams &
buddy-up — no extra charge.
2 & 3 man teams, add \$1 extra
per rider.

Mail entry \$8.50, Post entry \$10.00.
Mail entry with two legal size self
addressed stamped envelopes to: CRC,
6625 Dorinda, Riverside, CA 92503.

CRC 714-688-1291



Race Schedule

June 2 — Carlsbad
June 9 — Saddleback
June 16 — Rawhide
June 23 — Saddleback

Info: 714-532-3923

IRWINDALE RACEWAY
EVERY FRIDAY NIGHT
MOTOCROSS



INDIAN DUNES PARK
600 acres — hills, streams, sand
Family riding 7 days
7 a.m. 'til dark
Moto-X Races every Sunday
2 miles west of Inter. 5
on Hwy 126 at Castaic
(805) 259-8000



CALENDAR

Sunday, June 9

CZECH 500 MX GP — Stibiro.

GERMAN 250 MX GP — Bielstein.

YUGOSLAV 125 MX WORLD CUP.

LEN MACCHIARELLA MEMORIAL MX
Sunnyvale PAL track, Caribbean Wy., off Hwy 237. \$7 Post entry only, trophies all classes & mins. Open 6:30 a.m., race 9. Proceeds to Memorial Fund. 415/732-2752, 886-5182 or 941-7317.

MDRA DESERT SCRAMBLES
Ponderosa, Ave. J, E of Lancaster, CA. Free camping, plenty gas. 20% brass, fin. pins. \$7 entry. 3-wheelers start 8:30 a.m., bikes 10. 805/944-2304.

D-27 Y-AMA SCRAMBLES
Straddle Line Pk., McCleary, WA. Black Hills Dirt Riders. 833-7313.

D-35 POKER RUN
Gustine, CA. area, Gustine MC 209/854-3171.

AFM ROAD RACE
Sears Point Rcw., Hwy. 37 & 121, Sonoma Cnty., CA. No mail entry, \$12 Ex. class \$4. Spectators welcome. Open 7 a.m., race noon. Info: 415/547-2947.

NMA NAT'L MX
Easter Seal Benefit, Platte Cnty. Fgds., 15 mi. No. of Kansas City, Mo. on I-29. \$3000 purse. 816/333-3223.

D-37 ROUGH SCRAMBLES
(Not too rough!)
Elsinore Rcw., Elsinore, CA. Sign-up closes 8 a.m. Gripsters M.C., 714/827-5560.

D-35 MX
Spillway Pk., Santa Maria, CA. Mini to 500/Open. Entry \$4.50. Sign 7:30 a.m., race 9. 805/925-8997 or 925-0940.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., race 8. 9:30. Membership req'd. 714/586-7964.

MOTOCROSS
De Anza Park, E. of Riverside, CA on Hwy 60, Theodore exit. Sign 7:30 a.m., race 9. \$5 all classes. 714/653-2633 or 735-1301.

D-36 MX
World Champion Rcw., San Francisco, CA. near Candlestick Park. All classes. Sil. & Spark arr. rtd. Ride \$5, watch \$2.50, kids free. Sign 6:30 a.m., race 9. 916/351-0271.

CMC MOTOCROSS
Carlsbad Rcw., Carlsbad, CA. Open 6:30 a.m., first race 9. Memb. rtd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA., 92626.

D-36 SPORTSMAN HALF-MILE
Napa Cnty. Fgds., Calistoga, CA. Nov/Jr/Ex, max entry 350 riders. Pre/Post entry \$4.50/\$6.00. Aragon Ent., 105 Ross St., No. 7, San Rafael, CA. 94901. Open 7 a.m., race 10, race 1 p.m.

DRAG HILLCLIMB
De Anza Pk., E. of Riverside on Hwy 60, Theodore exit. Easy hill, stock & modified classes. Free camping. Sign 7-9 a.m. 714/653-5840 or 653-2633.

TT
6 mi. E. of Kingman, Az. on Hwy 66 & Diagonal Wy. 33% brass, \$4 entry. Sign 10 a.m., race noon. 602/753-3188.

D-37 HARE SCRAMBLES
Soggy Dry Lake, limed from Lucerne, CA. Desert Squirrels 1st. Ann. Nutcracker Run. 2 x 40 mi. loops, Nov. trail all way. Pins. Club part. trophy. Rescue 3. 9 a.m. start. 213/288-4418.

D-36 SCRAMBLES
Sand Hill Ranch, Camino Diablo nr. Livermore, CA. No dogs; no motors to start before 8 a.m. 415/634-3328.

CLASS C HILLCLIMB
\$400 purse, Chelalis, WA. Northwest Chain Climbers, 503/289-7041.

CMC ROAD RACE
OCIR, Tustin, CA. Santa Ana Fwy. to Sand Cyn. exit. Races for all classes, GP, Prod. & Cafe Racer. Sign 7 a.m., race noon. 213/842-7433.

ITA TRIALS & SCHOOL
Saddleback Park, Orange, CA. Sign 9 a.m., school 10 a.m., competition 12 noon, or sign up for trials only at 11:30 a.m., \$5 trials, \$2 school. Box 2313, Orange, CA. 92669.

D-27 SCRAMBLES
Straddle Line Cycle Park, McCleary, Wn. Black Hills Dirt Riders 833-7313.

AMC MOTOCROSS
Saddleback Pk., Orange, CA. No mail entry, \$5/\$10 post, non-memb. \$2 extra. 40% brass same day, 100% Ex. p.b. Open 6:30 a.m., race 7:30, race 9. Sil. rtd. 714/532-3923.

MOTOCROSS
Rawhide Pk., Elsinore, CA. \$500 Ex. purse, 4 brass. 714/689-0871.

MOTOCROSS
Peaceful Cove, Idaho, 3 mi. out of Boise, follow markers from end of Harrison Blvd. Sign 7:30 a.m., race 10. Owyhee M.C. 208/375-6863 or 375-1231.

NMA MINI MX SR-75 SERIES
O.C.I.R., Irvine, CA. On full size motocross course. Mission Honda 3 race XR-75 Series. Sign 8:30 a.m.

D-27 SCRAMBLES
14 mi. No. of White Salmon, WA. on Hwy. 141. Drifters M.C. 206/493-2663.

CRC ENDURO
Roadrunner II, Red Mtn., CA. Early start. 20% brass & pins. A, B, C riders, all classes. 2 loops, 70 mi. total. Mail \$8.50 & 2 SASE to CRC, 6625 Dorinda, Riverside, CA 92503. Post entry \$10. 714/688-1291.

D-27 SCRAMBLES
Brush Prairie, WA. Lucky Spokes MC, P.O. Box 2062, Vancouver, WA 98661.

AME MOTOCROSS
Indian Dunes Park, Valencia, CA. Sil., memb., 3 plates all rtd. Open 6:30 a.m., race 8, race 9. 213/675-1922 M-F 1-6 p.m. See ad this section.

CRC MOTOCROSS
Valley Cycle Park, 40% trophies, same day. No membership required. All classes. Info: 213/830-7519 or 714/688-1291.

NMA MINI
ROUGH SCRAMBLES
Helvetia Pk., 2602 River Rd., Sacramento, CA. 33% brass, also trophy dash. NMA memb. rtd. Ride \$5, watch \$2/\$1. Open 7:30 a.m., sign 8 a.m., race 10. 916/841-1418.

Tuesday, June 11

EIGHTH MILE SHORT TRACK
Peaceful Cove, Idaho. 3 mi. out of Boise, follow markers from end of Harrison Blvd. \$6 entry all classes. Sign 3-6 p.m., race 8. Owyhee M.C., 208/373-6863 or 375-1231.

CLASS A SPEEDWAY
Ventura Co. Fgds., off Ventura Fwy. Open 6:30 p.m., race 8:15.

Wednesday, June 12

SPEEDWAY
OCIR, Irvine, CA. 8 p.m. start. Also Saturday Stu Morley Spdwy. Scho. 714/838-3093.

NITE FLAT TRACK, TT
Corona Rcw., Corona, CA off Hwy 91. Open 5:30 p.m., race 6:30, race 7:30. Sandak 714/970-5220.

CMC NITE MX
Ascot, Gardena, CA. Rider med. cov. 200% pro p.b., Jr/Int. ride 3 motos, mini class (-16). \$5 entry at track. Pits open 4:30 p.m., race 7, race 7:30. 213/321-1610 or 323-9710.

CMC NITE MX
South Bay Pk. Spdwy., Otay Mesa, Chula Vista, CA. 200% p.b. to pros. Sign 4:30 p.m., race 7:30. 714/420-7414.

D-36 NITE SHORT TRACK
Fremont Rcw., Fremont, CA. All classes & mins. Sil. rtd. \$3 ride or watch. Open 3:30 p.m., race 5, race 6:30. 415/327-4461.

Thursday, June 13

NITE MX
Portland Int'l. Rcw., West Delta Pk., Portland, Ore. Sil. rtd. 503/285-6635.

R.A.C.E. NITE MX
Corona Rcw., Corona, CA off Hwy 91. Open 5:30 p.m., race 6:30, race 7:30. 714/970-5220.

CLASS A SPDWY.
Irwindale Rcw., Irwindale, CA. Spectators \$3/\$2/\$1 Adults/Juniors/Kids. Under 8 free. Program begins 8 p.m.

CMC NITE TT & HALF-MILE
Ascot, Gardena, CA. 200% pro p.b., rider med. cov., mini class (-16). Class C tires & leathers rtd. for half mi. \$5 entry at track. Pits open 4:30 p.m., race 6, race 7:30. 714/557-3323.

Friday, June 14

AMA PRO TT
\$1500 purse, 13500 Lawnfield Rd., Clackamas, OR. Oregon Sidewinders, 503/659-1022.

NMA NITE MINI MX
Indian Dunes, Valencia, CA. Sign 6:30 p.m.

AMC NIGHT MX
Orange County International Raceway, Irvine, CA. Open 5 p.m. race 6-7 p.m., first race 7:30. Mem. \$5, \$10 Ex. non-memb. \$2 ex. 100% p.b. 714/532-3923.

AME MX — NITE
Indian Dunes, Valencia, CA. International Course. First race 8 p.m. 805/259-8000.

CMC NIGHT MX
Irwindale Rcw., Irwindale, CA. Entry \$5 all classes. 200% pro p.b. Open 4:30 p.m., sign til 6:30, race 7:30. CMC lic. rtd., \$3,000 med. cov. 213/334-4949 or 714/557-3323.

D-36 SCRAMBLES
Vallejo Spdwy., Vallejo, CA. Class C traction, sil. rtd. 92db limit, meter on grounds. Minis, too. Sign 5 p.m., race to 6:30. 707/644-0741.

D-35 SCRAMBLES
Porterville, CA, cor. Olive St. & Doyle St. 805/784-4564.

CMC NITE SHORT TRACK
Triple M Spdwy., Marysville, CA. Leathers, silencers, Cl. C traction, CMC lic. rtd. All classes. Sign 5:30 p.m., race 8. 916/674-3547.

CLASS A SPDWY.
Orange County Fgds., Costa Mesa, CA. Open 6:30 p.m., race 8:15.

Saturday, June 15

AMA REG'L. TT — Castle Rock, Wn. \$3000 purse. CN Conting'cy. \$25 to 1st/2nd/3rd ea. class final.

D-27 SHORT TRACK
Rainier, WA. Rainier Sportsmen MC 206/446-2317.

TRAIL RIDING SCHOOL
Saddleback Park, Santiago Cyn. Rd. E. of Orange, CA. Basic trail riding techniques taught by Chuck Minert. \$15 tuition + gate, 10 a.m. start. Lim. 20 riders per day. Send entry & date desired to P.O. Box 3371, Whittier, CA 90605.

NITE TT SCRAMBLES
Elsinore Rcw., Elsinore, CA. Sil. rtd., free camping. Beginners classes. Ride \$2.50, watch \$1.50. Sunday practice \$1.50/bike. Open Sat. 5 p.m., sign 6, race 8. 714/826-2386.

CMC NITE HALF-MI. & TT
South Bay Spdwy., Otay Mesa, Chula Vista, CA. 125, 250, 500, Open Jr/Int/Ex. \$5 entry. Open 4:30 p.m., race 7:30. 714/420-7414.

D-36 SHORT TRACK
Monterey Cnty. Fgds., Monterey, CA. Class C traction, all classes & mins. 5 wk. Hi-point trophy after last race June 22. Sign 5:30 p.m., race 8. 408/899-2401.

B.U.M.S. BX
Saddleback Pk., Orange, CA. New track. 30% brass. Prac. 11 a.m., race Noon. 213/597-0478.

MOTOCROSS
Carlsbad Rcw., Carlsbad, CA. Two 25 min. Ex. motos, 30 minute practices. Open 7:30 a.m., Tech. insp. & racing begins 9:30 a.m. Rolf Tibblin MX Club. 714/724-8091.

CMC SPORTSMAN SHORT TRACK
Cycloland Spdwy., 14 mi. So. of Chico, CA., Hwy. 99 E & Gage Shippee Rd. CMC, D-36 memb. rtd., also 3 plates. Sixth mi. oval, no Class C Experts. 100 Nov., 200/250/360. Sign 5:30 p.m., race 7, race 8. 916/342-9302.

SHORT TRACK & TT — NITE
Perris Rcw., Perris, CA. Must be over 18 with ID or notarized statement on file for 74. Open 5 p.m., S.T. 6 p.m., TT following short track program. 714/657-3678.

INDOOR SHORT TRACK
Reno Pk., Nv. 16 mi. No. of Reno on Hwy 395, Tenth-mi. track. Sign 4 p.m., race 8. Reno Park MC, 702/972-8376.

MOTOCROSS
De Anza Park, E. of Riverside, CA on Hwy 60, Theodore exit. Sign 7:30 a.m., race 9. \$5 all classes. 714/653-2633 or 735-1301.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., race 8, race 9:30. Membership req'd. 714/586-7964.

S.A.M. MX
Saddleback Park, Irvine, CA. No memb., no mail entry. \$6 to race. 2 x 40 min. motos, 100% Ex. p.b. Gates open 7 a.m. 714/979-9233.

D-36 SHORT TRACK
Pioneer Arena, Oakdale, CA. All classes. Sign 5:30 p.m. race 6, race 7:30. 209/869-1457.

SHORT TRACK
Benton Ln. Pk., Hwy 99 btw. Junction City & Monroe, Or. Entry \$3.50, ex. bike \$2. sign 6:30 p.m., race 8. 503/344-9401.

D-31 ROAD TOUR & FIELD MEET
Tucson, AZ. Hustlers Tucson, 602/623-0067.

D-28 FIELD MEET
Pats Acres, Portland, Ore. Southwind MC 255-4670.

D-27 YOUTH DIRT TRACK
Rainier, WA. Rainier Sportsmen MC, P.O. Box 105, Rainier, WA 98576. 446-2317.

Sunday, June 16

DUTCH 250 MX GP — Valkenswaard.

GERMAN 500 MX GP — Bevern.

POLISH 125 MX WORLD CUP.

AMA NAT'L ROAD RACE — Loudon, N.H.

D-28 POKER RUN
AMA sanc., Portland, Or. area. Southwind MC 255-4670.

D-35 MX DBL POINTS
Spillway Pk., Santa Maria, CA mini to 500/Open. Sign 7:30 a.m., race 9. 805/925-8997.

D-36 SCRAMBLES
Auburn Dist. Fgds., Auburn, CA. All classes & mins. Class C traction, 92db noise limit, 3 plates rtd. Sign 9:30 a.m., no motors to start before 11, race 1 p.m. 916/885-4170.

MOTOCROSS
De Anza Park, E. of Riverside, CA on Hwy 60, Theodore exit. Sign 7:30 a.m., race 9. \$5 all classes. 714/653-2633 or 735-1301.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., race 8, race 9:30. Membership req'd. 714/586-7964.

D-35 MX — DBL PTS.
Spillway Pk., Santa

Maria, CA. Broadway Exit off Hwy 101. Mini thru Open classes. Entry \$5 incl. ins. Sign 7:30 a.m., race 9. 805/937-4043.

SRAC TT SCRAMBLES
Berthoud, Co. 40 mi. No. of Denver on I-25. 30% brass, Ex. cash. Prac. 10 a.m., race Noon. Valley Dirt Riders 303/442-0930.

ACA ROAD RACE
Carlsbad Rcw., Carlsbad, CA. All classes, Prod. Jr/Sr GP. Entry \$10, \$5 ex class. Sign 8:30 a.m. 714/524-6984.

D-26 SCRAMBLES
Hot Sprr., Ut., I-15 6 mi. No. of Ogden. Ogden Cycle Assoc. 621-2139.

A.C.E. HALF-MILE
Surrey Fgds., Cloverdale, B.C., Canada. \$2100 purse, lap money. 360 Nov., 750 Jr/Ex. No memb. rtd., \$10,000 med. D/D cov. Class "C" Traction, silencers, AMA rules. Open 8 a.m., race 10, race 1 p.m. 604/321-1424.

ROAD RACES
Phoenix Rcw., 22 mi. NW of Phoenix, Az., Grand Ave. Hwy 60-70. 1 1/2 mi. 12-turn course. Prod. & Mod. classes. Prac. 10 a.m.-1 p.m., first race 1:30. 602/931-0727 or 602/265-4228.

C.T.A. TRIALS & SCHOOL
Saddleback, CA. Beginner/Novice classes. Enduro bikes OK, trials bike better. Trials \$5, school \$1.50. C.T.A. P.O. Box 2023, Orange, CA 92669. Sign 8:30 a.m., school 9:30, trial 11:30.

NMA MINIS
Indian Dunes, Valencia, CA. Sign 8:30 a.m.

MOTOCROSS
Peaceful Cove, Idaho, 3 mi. out of Boise, follow markers from end of Harrison Blvd. Sign 7:30 a.m., race 10. Owyhee M.C. 208/375-6863 or 375-1231.

CMC MOTOCROSS
Saddleback Park, Irvine, CA. Open 6:30 a.m., first race 9 a.m. Memb. rtd. Mail Entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA. 92626.

AME MX
Valley Cycle Park, Moorpark, CA. Hwy. 101 to Hwy. 23, N to Tierra Rejada, R. Sil., memb., 3 plates all rtd. Open 6:30 a.m., race 8, race 9. 213/675-1922 M-F 1-6 p.m.

MOTOCROSS
Sage Park, 13 mi. So. of Ridgecrest, CA on Hwy 395. All classes, plus mini-mini, Old Man's, Puff. Race \$4 incl. amb. fee, watch \$1.50/\$5.00. Start 9 a.m. 714/377-4619.

NRA MX
Indian Dunes, Valencia, CA. 30% brass same day., 100% Sr. p.b. No memb. rtd. All classes. 714/688-1291.

CRC MX
Carlsbad Rcw., 40% trophies, same day. No membership required. All classes. Info: 213/830-7519 or 714/688-1291.

AME MX
Rawhide Pk., Elsinore, CA. memb. entry \$5/\$10 Jr./Sr. non-memb. \$2 ex. Open 7 a.m. 714/532-3923.

MINIS II & TT TROPHY DASH
Atlantic Pk., Garden Grove, CA. Fwy 22 Magnolia exit. So. to Westminster. Sign 9:30 a.m., race 10:30. 714/842-9778.

D-36 MX
World Champion Rcw., San Francisco, CA. near Candlestick Park. All classes. Sil. & Spark arr. rtd. Ride \$5, watch \$2.50, kids free. Sign 6:30 a.m., race 9. 916/351-0271.

MOTOCROSS
Lake Dolores, CA. Vegas Fwy. to Yermo to Minneola Rd., then L. approx. 4 mi. 33% brass to Spmsmn., 100% p.b. to Ex. Sign 8 a.m., race 10. 714/252-2553 aft. 5 p.m.

D-36 MOTOCROSS
T-Car Spdwy., So. of Carson City, Nv. behind Stewart Indian School. Pre/Post entry \$5.50/\$7.50 incl. ins. Plenty gas & camping OK. T-Car, P.O. Box 290, Carson City, Nv. 89701. 702/882-5030.

D-27 MX
Sulton, WA. Startup MC, EM2-9233.

D-27 SCRAMBLES
Jolly Roger Club Gds., Kent, WA. Great Seattle MC. 723-0964.

Monday, June 17

PRE-ENTRIES CLOSE
For Mid-Ohio Inter-AMA MX, Lexington, Ohio. Post entry \$25. Mail Entry \$12 to AMA, P.O. Box 141, Westerville, Ohio 43081.

Tuesday, June 18

EIGHTH MILE SHORT TRACK
Peaceful Cove, Idaho. 3 mi. out of Boise, follow markers from end of Harrison Blvd. \$6 entry all classes. Sign 3-6 p.m., race 8. Owyhee M.C., 208/373-6863 or 375-1231.

CLASS A SPEEDWAY
Ventura Co. Fgds., off Ventura Fwy. Open 6:30 p.m., race 8:15.

Wednesday, June 19

SPEEDWAY
OCIR, Irvine, CA. 8 p.m. start. Also Saturday Stu Morley Spdwy. Scho. 714/838-3093.

NITE FLAT TRACK, TT
Corona Rcw., Corona, CA off Hwy 91. Open 5:30 p.m., race 6:30, race 7:30. Sandak 714/970-5220.

CMC NITE MX
South Bay Pk. Spdwy., Otay Mesa, Chula Vista, CA. 200% p.b. to pros. Sign 4:30 p.m., race 7:30. 714/420-7414.

CMC NITE MX
Ascot, Gardena, CA. Rider med. cov. 200% pro p.b., Jr/Int. ride 3 motos, mini class (-16). \$5 entry at track. Pits open 4:30 p.m., race 7, race 7:30. 213/321-1610 or 323-9710.

D-36 NITE SHORT TRACK
Fremont Rcw., Fremont, CA. All classes & mins. Sil. rtd. \$3 ride or watch. Open 3:30 p.m., race 5, race 6:30. 415/327-4461.

Thursday, June 20

NITE MX
Portland Int'l. Rcw., West Delta Pk., Portland, Ore. Sil. rtd. 503/285-6635.

R.A.C.E. NITE MX
Corona Rcw., Corona, CA off Hwy 91. Open 5:30 p.m., race 6:30, race 7:30. 714/970-5220.

CLASS A SPDWY.
Irwindale Rcw., Irwindale, CA. Spectators \$3/\$2/\$1 Adults/Juniors/Kids. Under 8 free. Program begins 8 p.m.

CMC NITE TT & HALF-MILE
Ascot, Gardena, CA. 200% pro p.b., rider med. cov., mini class (-16). Class C tires & leathers rtd. for half mi. \$5 entry at track. Pits open 4:30 p.m., race 6, race 7:30. 213/321-1610 or 323-9710.

Friday, June 21

AMA PRO TT
\$1500 purse, 13500 Lawnfield Rd., Clackamas, Or. Oregon Sidewinders, 503/659-1022.

NMA NITE MINI MX
Indian Dunes, Valencia, CA. Sign 6:30 p.m.

AMC NIGHT MX
Orange County International Raceway, Irvine, CA. Open 5 p.m., race 6-7 p.m., first race 7:30. Mem. \$5, \$10 Ex. non-memb. \$2 ex. 100% p.b. 714/532-3923.

AME MX — NITE
Indian Dunes, Valencia, CA. International Course. First race 8 p.m. 805/259-8000.

CMC NIGHT MX
Irwindale Rcw., Irwindale, CA. Entry \$5 all classes. 200% pro p.b. Open 4:30 p.m., sign til 6:30, race 7:30. CMC lic. rtd., \$3,000 med. cov.

CMC NITE SHORT TRACK
Triple M Spdwy., Marysville, CA. Leathers, silencers, Cl. C traction, CMC lic. rtd. All classes. Sign 5:30 p.m., race 8. 916/674-3547.

AMA NAT'L TRIAL
Saddleback Park,
Orange, CA. SoCal Round,
hosted by SCTA. Entries:
P.O. Box 614, Buena Park,
CA 90620.

AMA SCRAMBLES
Clackamas, Or., 13500
Lawnfield Rd. 100, 200,
250, 500 classes. Med. ins.
cov. Pit gate closes 6:45
p.m., race 7. Oregon
Sidewinders 503/659-1022
or 632-3857.

TRAIL RIDING SCHOOL

Saddleback Park,
Santiago Cyn. Rd. E. of
Orange, CA. Basic trail
riding techniques taught by
Chuck Minert. \$15 tuition
+ gate, 10 a.m. start. Lim.
20 riders per day. Send
entry & date desired to
P.O. Box 3371, Whittier,
CA 90605.

**D-36 NITE
SCRAMBLES**
Happy Valley Rcw.,
So. of Redding, CA. on
Hwy 99 to Canyon Rd. or
Happy Valley Rd., follow
signs. Class C tires,
silencers reqd. Riders
insured. Sign 5:30 p.m.,
race 8. Shasta M/C
916/241-7724.

D-36 SHORT TRACK
Sonoma Cnty. Fgds.,
Santa Rosa, CA. All
classes, no minis. Class C
traction. Sign 4 p.m., race
6:30. 707/838-2731.

D-36 SHORT TRACK
Monterey Cnty. Fgds.,
Monterey, CA. Class C
traction, all classes &
minis. 5 wk. Hi-point
trophy after last race June
22. Sign 5:30 p.m., race 8.
408/899-2401.

BENEFIT TT
Corona Rcw., Corona,
CA. Benefit Cnty Juvenile
Hall Auxiliary. All classes,
minis, OT's, hacks, puff.
Minis sign 3-5 p.m., race
5:30. All others sign 5-7
p.m., race 7:30.
714/687-1373 or
687-3674.

AMA PRO TT
\$1200 purse, Graham,
WA. Blue Barons MC, 774
Violet Meadows, Tacoma,
WA 98444.

Sunday, June 23

**AUSTRIAN 125 MX
WORLD CUP.**

AMA NAT'L HALF MILE
— Columbus, Ohio
(Charity Newsies).

D-27 ROAD RUN
Jolly Rogers Club
House, Seattle, WA.
Kirkland Rebels M.C.
472-5339.

AMA NAT'L TRIAL
NoCal Round, site
TRA. Entries to Pacific
International Trials
(P.I.T.S.) 2129 Edgewood
Dr., Palc Alto, CA 94303.

D-27 SCRAMBLES
Brush Prairie, WA.
Lucky Spokes MC, P.O.
Box 2062, Vancouver, WA
98661.

D-26 MX
1/2 mi. No. of Green
Rvr., Utah. Green Rvr.
Jeep Posse 564-9671.

ROAD RACE SCHOOL
Sacramento Rcw.,
Excelsior Rd. & Hwy 16,
nr. Sacramento, CA. Entry
\$20/\$25 pre/post. Incl.
AFM memb. & rule book.
Send name, addr. ph. for
more info. AFM, P.O. Box
1162, Sacramento, CA
95814. 916/985-4999 or
422-1544.

June 29-30

MAMMOTH MTN. MX
Mammoth Lakes, CA.
Jrs., 2 x 20 min. motos
Sat., Srs., 3 x 30 min.
motos Sun. See ad for
official entry blank. \$5000
purse.

**MINI WORLD
MX, TT, FT**
Corona Rcw., Corona,
CA. All classes incl.
mini-speedway, pee wees,
100-125cc motorcycles.
Entry \$8/\$20 mail/post.
MWRC, 17612 Webster
Ave., Irvine, CA. Sign 7
a.m. race 10.
714/552-7643.

Sunday, June 30

ACA ROAD RACE
Riverside, CA. AH
classes, Prod., Jr/Sr GP.
Entry \$10, \$5 Ex classes.
Sign 8:30 a.m.,
714/524-6984.

**WIDOWMAKER
INTER-AMA MX**
Widowmaker Cycle
Park, Salt Lake City, Utah.
250cc Int'l. & 125cc Nat'l.
Championship. \$14,500
posted awards. 125's 3 x
20 min. motos, 250's 2 x
40 min. motos.

July 3-7

CYCLERAMA '74
Seven State M.C.
Championships, Kansas
City, Mo. 20 events in 5
days: MX, Short Track,
Trials, Poker Run Enduro,
Field Meet. Riders from all
states eligible. Inter-AMA
MX final day.
816/254-2407.

July 6-7

**FIRECRACKER DOUBLE
ENDURO**
M.O.R.E. Benefit, Sat.
33 mi. family run, Sun.
D-37 Enduro. See separate
listings in Calendar.

Saturday, July 6

**FIRECRACKER
FAMILY ENDURO**
M.O.R.E. Benefit,
Lucerne Valley. 33 easy
miles, post entry OK. Mail
entry for early start. \$4.50
single or \$12.50 family.
Send names with 1 SASE
to CTR, 7859 Quimby
Ave., Canoga Pk., CA
91304. First rider out 9
a.m. 714/639-2666,
213/346-7168 or
805/497-2057.

Sunday, July 7

**D-37 FIRECRACKER
ENDURO**
M.O.R.E. Benefit,
Lucerne Valley, 95 mi.
D-37 entry form, \$7.50 (3
man teams add \$1 ea.)
with 2 SASE to CTR, P.O.
Box 147, Newbury Park,
CA. 91320. 714/639-2666,
213/346-7168 or
805/497-2057.

**BALDWIN
INTER-AMA MX**
Baldwin MX Park,
Lawrence, KS. 250cc Int'l.
& 125cc Nat'l.
Championship. \$15,000
posted awards. 125's 3 x
20 min. motos, 250's 2 x
40 min. motos.

Sunday, July 14

URA ENDURO
"Early Banana" limed
from No. of Mojave Hwy
14 & Randsburg Rd. 50
mi. family 1st loop, 2nd
harder. Early start 6 a.m.
Mail entry \$8.50, 2 SASE
to URA, 6600 Gerald Ave.,
Van Nuys, CA 91406.
213/787-5208, 988-2967
or 421-9179. Silencers
Reqd.

BIGGIES

1974 AMA National Championships

6/2 RR Gainesville, GA
6/8 HM Louisville, KY
6/16 RR Loudon, OH
6/23 HM Columbus, OH
7/7 MX San Jose, CA
7/13 TT Castle Rock, WA
7/20 TT Gardena, CA
7/28 RR Monterey, CA
8/4 HC Muskegon, MI
8/9 ST Hinsdale, IL
8/11 HM Terre Haute, IN
8/18 TT Peoria, IL
8/24 M Indianapolis, IN
9/1 RR Talladega, AL
9/8 M Syracuse, NY
9/21 HM Toledo, OH
9/29 M Albany, CA
10/6 RR Ontario, CA
10/12 HM Gardena, CA

1974 AMA

National Enduros

6/9 Lonesome Pine
Bristol, VA
6/16 Porcupine
Vath, MI
6/23 Straight Arrow
St. Paul, Minn.
8/11 Little Harpeth
Nashville, TN
9/1 100 Mi. RMEA
Denver, CO
9/7-8 Jack Pine
Lansing, MI
9/15 Kaw Valley
Lawrence, KS
9/22 150 Mi.
Alpine, NY
10/6 Black Coal
Evansburg, IN
10/13 100 mi.
Central Village, CT
10/27 Cotton Boll
Amarillo, TX
11/3 125 Mi. Checkpt. MC
Whittier, CA
11/10 125 Mi.
Cadiz, KY
11/7 125 Mi.
Tulsa, OK
11/24 125 Mi. Perry Mtn.
Maplesville, AL
12/1 Steel Helmet
Potosi, Mo.



South Bay Park Speedway

presents

Every Wednesday MOTO-CROSS

Starting May 8th Jr. & Inter Classes ride 3 motos

*NEW, FREE GRANDSTANDS
*Minicycle class — Under 16 years old

200% Payback to Professionals

\$5.00 Entry fee — Entries bought at track night of event
—4:30 pit gate opens — 6:30 sign-up closes
—6:30 Spectator gates open — 6-7 Practice
—7:30 First Jr. race

\$3.00 — ADULTS; \$2.00 — 13-17yrs; \$1.00 — 8 to 12 yrs. Includes Pit Pass

To Raceway: Take Main St. Exit in Chula Vista off I-5 —
Go West on Main St. 10 miles — End of Brown Field Airport
SANCTIONED BY CONTINENTAL MOTO-SPORT CLUB

GRIPSTERS MC

back to back

TT & ROUGH SCRAMBLES

(not TOO rough)

AMA — Dist. 37 points

Sat: JUNE 8 (nite TT)

Sign-up closes: 7:30 p.m.

Sun: JUNE 9 (Scrambles)

Sign-up closes: 8:00 a.m.

ELSINORE RACEWAY

Camping free

NEXT WEEK:

National

Road Atlanta

School

Russ Darnell MX

Maybe

The Ultimate Cafe Racer

Local Racing

Viewfinders GP

MX at Rawhide

Real Motocross for Mini Cycles

Opening Day - June 2

100% Trophies
awarded same day

Free RMA Membership,
Cumulative point standing

Separate classes for:

0-61cc Stock

0-61cc Modified

0-81cc Stock

0-81cc Modified

0-110cc All

\$7 gate and entry fee. \$2 spectators.
Sign-up at 9:00 a.m. Race at 10:00

2 1/2 miles off Hwy 71 on Hwy 74

714 689-0871

Half-Mile and TT Every Sat. Night

South Bay Speedway
June 8th CMC Sanctioned

125-250-500-Open Classes

Jr-Int-Expert

Pits open 4:30 — First Race 7:30 p.m.

\$5.00 Entry

Pit and Stand Admission

\$3.00 Adult — \$2.00 ages 13-17

\$1.00 8-12 — Under 8 free

For info call (714) 420-7414

FREE CALENDAR LISTING

All events must be received by
noon Thursday to appear in the
upcoming week's Cycle News. No
listings can be accepted by phone.
Fill out blank at right and mail to:
Cycle News CALENDAR, P.O.
Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your
name and phone number (so we can check back
with you) and mail it in plenty of time for it to
reach us by noon Thursday, in order for it to

appear in the next week's Calendar section. The
more weeks it runs, the better you look — so get
it in early! No phone calls, please. We can only
guarantee accuracy on items we get in writing.

Date of Event

Time of event

Type of event (TT, MX, Enduro, etc.)

Entry fee

Sanction

Location

Mailing address

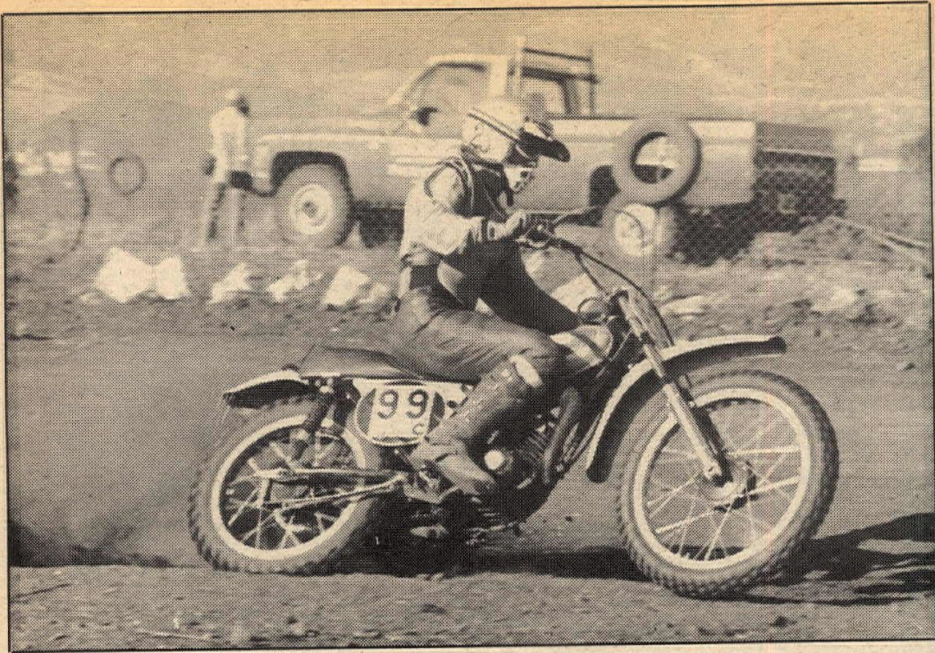
How to get there

Additional information

Your name

Number to call for info

(with area code)



Alan DeLarge (YZ) smoked his way to the 125 Novice Division I win.

Mike Hannon, Cheryl Acres win D-37 MX

Story & Photos by Bob Sloan

SANTA BARBARA, CAL., MAY 19

Sunshine, gale winds, tipsey talliers, and so much dust even the spectators needed tearoffs was the setting for the Starters first

motocross race of the season.

In the Open Expert division Jim Rice (Gre), Jim Connolly (Bul), and Mike Hannon (Bul) all had gold in their minds as they jumped off the line and diced their way around each other in all three motos. Rice

gained an early points lead but Hannon came back in the final moto with a win and took first Overall.

Al Cook had his Maico turned on and himself dialed in as he showed off some impressive riding while negotiating the 250 Expert division. Cook aced out Mike Sixbery (CZ) and Dan Sanchez (KTM), in the first moto, had the second moto wrapped up until a crash forced him back, took another first in the final race only to be beaten out in the results by Sanchez.

In 250 Division I Novice action "Rocket" Roger Eggers (CZ), throttled his way into first place ahead of Terry Ash (Hon) for the first moto, then learning that Ash dropped due to a gaping hole in his cases started the second moto with great intentions of grand slamming the day. However Manny Angulo (CZ) unknown in the first race came from behind and while Eggers wasn't looking smoked past for an Overall win.

Dicing it out in the first race of the 125 Novice Division I class was Alan De Large (YZ) and Mike Carter (Pen). Carter, later falling victim of mechanical difficulties left De Large to battle it out with Suzuki mounted Tom McAllister. McAllister really put some pressure on De Large but couldn't quite get by as De Large went on for an Overall win.

Team Powder Puff made a good showing today that made for some good racing. Cheryl Acres (Suz) really put it to the other girls for the Novices and Nancy Payne (Hon) did it to the Amateurs.

The Starters new track is really neat. Results in the Results Section.

Al Cook (Mai) crashed in the second moto, won the first and third motos, and lost by points to Danny Sanchez.



CIF goes for MX

Yamaha International's move to get the California Interscholastic Federation interested in motocross apparently has been successful. Representatives from high schools throughout Southern California will be hosted by Yamaha May 30 to introduce them to Interscholastic Motocross, with the approval of the CIF. This meeting, to be held at the LeBaron Hotel in Los Angeles, will help put together a non-sanctioned trial MX program, with CIF watching, waiting, and considering the addition of the sport as an official high school activity.

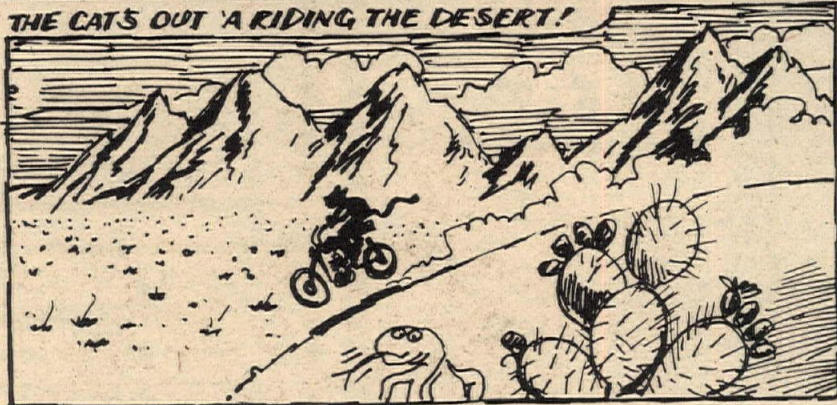
the continuing adventures of

Motocross Cat

Tony Bell

THE CAT'S OUT 'A RIDING THE DESERT!

AS THE HUEVOS CHURN (A NON-SOAP OPERA)



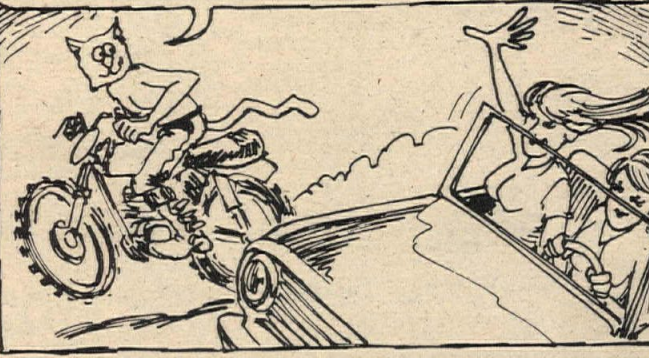
NOW THIS IS WHAT I CALL LIVING!



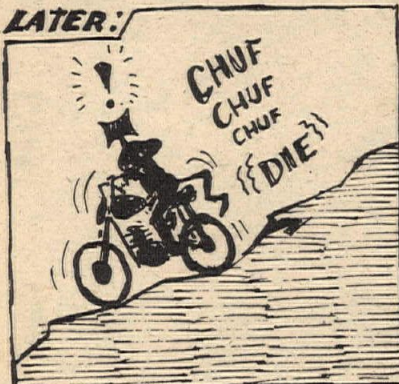
FANTASTIC PANORAMAS!



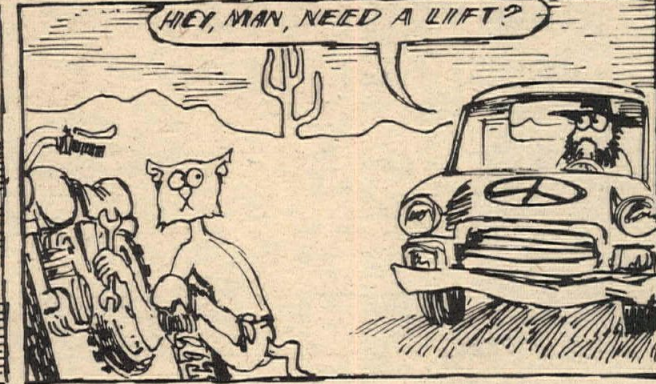
LOOK AT THAT! SOME GOOD LOOKIN' CHICKS!



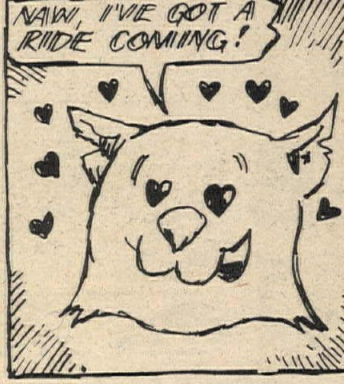
LATER:



HEY, MAN, NEED A LIFT?



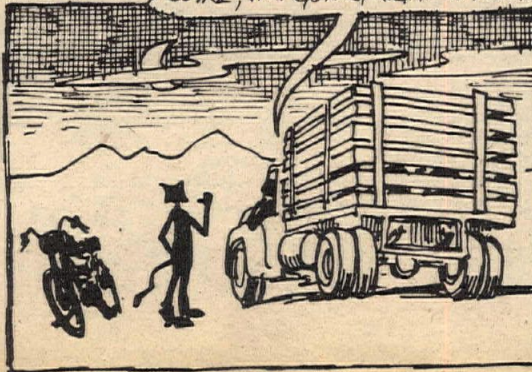
NAW, I'VE GOT A RIDE COMING!



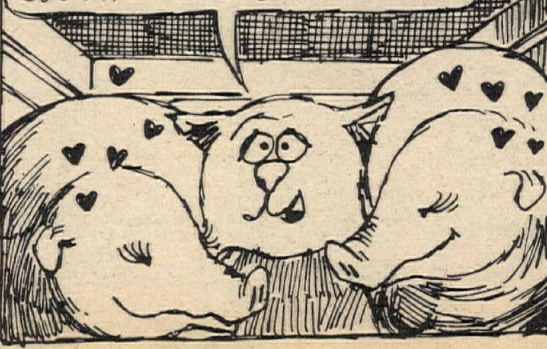
SIX HOURS LATER:



FINALLY! SCORE, I'M GOING RIGHT TO TOWN!



WELL, THEY AIN'T VERY CUTE, BUT AT LEAST THEY'RE WARM!



WANT ADS

Mechanic

Very experienced man. Salary open. Willing to pay for right man. (213) 473-7996, ask for Mr. Wurtzel. (20/2x)

Husqvarna Enduro

21" FRONT WHEEL ASSEMBLY. Perfect for converting Japanese enduro bikes. Low miles, excellent condition, includes Trelleborg MX tire, \$80.00. Call Rob at Cycle News (512) 444-7548. (20/TFN)

'72 Husky 450 Silversled

Excellent condition, many extras, \$800.00 or best offer. (213) 476-5589. (20/2x)



Super Desert 400 Husky

Buy your new bike set up with Honda seals, Vesco tank, Filtron, skid pan and 350-21 with nylon cables at no additional charge. Imperial Motor Sports — offer limited. (213) 337-6811. (20/2x)

380 Desert CZ

New top and bottom end. Other trick stuff. \$500.00 CHEAP. Call (714) 492-1995. (4/TFN)

No Bust \$200.00 Reward

900 Superbowl tickets were stolen from Superbowl step van in La Mirada on Wednesday, May 15. Anyone approached by private party selling tickets, please contact Glen Baumgartner (213) 944-3931. (20/2x)

1972 Honda SL 125

SL 125. Dirt or street. A-1 condition (never laid on the ground), 1700 miles, \$520.00. Call after 5:30 p.m. (213) 867-1461. Also... helmet included in price. (20/TFN)

Dyno

Water brake dyno. Up to 100 H.P. Self starter and fan assembly. Complete, \$850.00. Malcolm Smith's K&N Motorcycles, 1689 West La Cadena Drive, Riverside, California 92501. (714) 686-8014. (20/3x)

Journeyman Mechanic

Top pay and benefits. Harley-Davidson of Long Beach (213) 426-7101. (17/TFN)

Suzuki T-500, \$350

(805) 259-5350. Newhall. (20/2x)

Aragon Cycle Trailers

1-6 bikes — kits from \$119.95. Guns & antiques in trade. (213) 359-4597. (TFN)

Metralla Roadrace

Factory kit, seat and tank wanted. Call or write: Alan Watkins, 3106 Berkeley Ave., Los Angeles, California 90026. (213) 351-6551 days, (213) 660-4232 eve/wknds. (20/3x)

Cafe Racers & Road Racers

TD1-B Yamaha road racer engine parts. Including complete top end w/remote floatbowl GP carbs. Cases, clutches, gearboxes, much more. Most parts will fit street 250 and 350 Yams. Call or write Rob at Cycle News Central, (512) 444-7548, POB 13245, Austin, TX 78711. (20/TFN)

Honda Mechanic

Good working conditions, top pay. Roy's Motorcycles, 12415 Westminster Avenue, Santa Ana, Ca. (714) 531-0742. (20/3x)

Your 450 Husky Slow?

We can make your 450 much faster, smoother and start better. Complete job (parts, labor, 38mm Mikuni), \$175.00. Malcolm Smith's K&N Motorcycles, 1689 West La Cadena Drive, Riverside, California 92501. (714) 686-8014. (18/TFN)

Partsman

Honda/Kawasaki experience. Top pay. Roy's Motorcycles, 12415 Westminster Avenue, Santa Ana, Ca. (714) 531-0742. (20/3x)

Wanted

Yamaha salesman, full or part time. Also full-time partsman. (213) 635-8058. (38/TFN)

Ossa Phantoms

SDR's and Explorers also available at DIRT BIKE WEST, 7139 Canoga Avenue, Canoga Park, California (213) 340-6521. (20/3x)

"We Moved"

GUY LOUIS MOTORCYCLES, 990 East Willow, Long Beach, California. Phone (213) 426-1358. (14/TFN)

Indian Bambino

1973 models at \$150 each. (805) 259-5350. Newhall. (20/2x)

GET CYCLE NEWS THREE TIMES A WEEK when you subscribe to all three editions. Special discount, only \$25 gets you one year each of Cycle News West, Cycle News East-Dixie and Cycle News Central. Read about it all. Send check or money order to Cycle News, Inc., P.O. Box 498, Long Beach, Calif. 90801. (TFN)

Street Legal MX'ers:

Do it yourself with our step by step instructions and diagrams. Covers most models including the 1973 and '74 SC-500. Rink-A-Dinks Yamaha, 1595 Carr Street, Lakewood, Colorado 80214. (17/TFN)

Husky 400

Fresh engine, receipts, Petty mudders, plastic tank, a clean machine. (213) 421-9176. (20/2x)

Mechanic Harley-Davidson

Experienced H-D mechanic opening. Excellent pay and benefits for the right man. See or call Ed Russell, service manager, Harley-Davidson, Los Angeles, 2531 South Main Street, Los Angeles, Ca. (213) 749-6235. (46/TFN)

1973 Bultaco 125cc

Super fast, excellent condition, light front wheel, padded seat, new piston, unbreakable levers. Bay Area tuned, \$525.00. (213) 888-6978. (20/2x)



Cafe Racer, Superb

1972 Yamaha 350 R-R top end, TR3 cylinders, pistons, rods, chambers, carbs., double discs, alloy rims, Michelin tires, fairing, seat, more. \$2200.00. Call Pete (915) 598-5456. (20/5x)

Wanted — Man With Ulcers

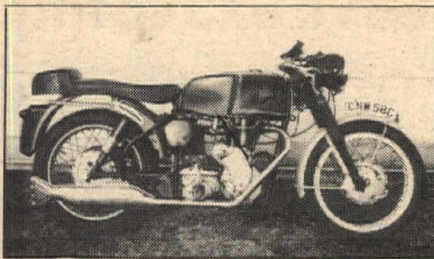
Earn up to \$1500 a month. We want an energetic, ambitious type guy we can make into a manager. You can enjoy working here and we'll show you how to GET RID of your ulcers. Must know motorcycles, and be a real salesman, with parts and service background. We are one of the largest HONDA dealers, also have other business interests. This is a career job, with top income potential. Write: CYCLE NEWS, P.O. Box 498, Dept. WA-D, Long Beach, California 90801. (14/TFN)

'72 Bultaco Alpina 250

Good condition, \$550.00. Cab over camper for mini truck, sleeps 6, \$550.00. (213) 692-3555. (21)

Factory Shock Coolers

Moved your shocks forward, shock setting hot, dampening goes away? Larger oil reservoir and aluminum finned coolers solve that. Fits any shock, \$48.00. (G.G. Chaplin, 61 5th St., Cayucos, California 93430.) (805) 995-3462. (21/2x)



1965 Velocette Viper

Very original condition, large tank, tach, alloy front rim, etc. \$795.00. Would accept late street trade up or down. Robert Ames, 12500 SW Bull Mt. Rd., Tigard, Oregon 97223. (503) 639-5680 nights. (21)

New Road Racers For Sale

New 250 TD 3 road racers. Used 250 TD 3 road racers. Used 250 TD 2 road racers. Used 350 TR 2 road racers. Used 350 TR 3 road racers. One 250 Suzuki Prod. Spare parts — road race tires — Daytona seats. 8:30 a.m. — 5 p.m. (714) 465-9700 Dave Evans. (18/TFN)

100 Suzuki Honcho

'74. 3 months old, \$575.00. Street legal. (213) 399-5848. (21/2x)

1971 TS 90 SUZUKI, excellent condition, \$300.00. Call (714) 842-4729. (21)

Must Sell '73 1/2 Suzuki MX 250

Showroom condition — rode once, less than five miles — stored away. Will give tie downs and many extras free, \$700.00. (805) 527-4181. (21)

250 C.Z.

Make offer. 20 hours total on bike, MX only, extra pipes, tires, wheels, tools, etc. 250 Bultaco Metisse, many extra parts. Bike trailer with extra rail. (213) 882-9570 Ext. 136 or (805) 526-2811. (21)

YZ Price Breakthrough!

250 YZs regular, \$1745.00. NOW ONLY, \$1395.00! Limited supply. Call now (714) 530-7340. (14/TFN)

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Hard to find, try us. Expert mail-order service to anywhere. Super bronze swingarm bushings, for 125 and 250 Elsinores, frame cutting, transmission modifications, and porting. Tom Sawyer Honda, 26062 Bouquet Canyon Road, Saugus, California 91350. (805) 259-4616. (20/2x)

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Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20%. Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987. (17/TFN)

Unstoppable '72, 450 WR

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Husky — Yamaha

Parts mail order. Same day expert service. Ask for Tim, Malcolm Smith's K&N Motorcycles, 1689 West La Cadena Drive, Riverside, California 92501. (714) 686-8014. (36/TFN)

No Bust \$200.00 Reward

900 Superbowl tickets were stolen from Superbowl step van in La Mirada on Wednesday, May 15. Anyone approached by private party selling tickets, please contact Glen Baumgartner (213) 944-3931. (20/2x)

Dirt Riders Save Money

Send for free catalog. P. O. Box 215, Verdugo City, California 91046. (20/2x)

25% Savings on Insurance

Dealer garage liability 15% savings on Dealer's bonds. JOHN W. MAYNARD INSURANCE, 3447 Motor Ave., Los Angeles, Calif. Phone: (213) 836-5211. (TFN)

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Boogie!!

On one of our super '73 Monarks. Quality used bikes at unbelievable prices. (1) ISDT GS, \$599.00. (4) 125 MX, \$439.00-\$499.00.

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6th position with gas shocks in stock. Allied Cycle, Newhall (805) 259-5350. (20/2x)

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Permanent position for the right man. Commission, guarantee, paid vacations & holidays. SF Valley dealer. Lines: Suzuki, Norton, Bultaco & Moto Guzzi. Jerry (213) 849-7295. (18/TFN)

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Street Licensed Jackpiner

1973 Penton 175. Enduro kit, Mikuni, Torque ported by E.C. Birt. Tools, shop manual, extra gearing, skid plate. Cost \$1547.00, sell \$850.00. Bill Russo (714) 465-7763. (21)

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Brand new Elsinore, \$1045.00. Honda Glendora (213) 963-5984. (21/TFN)

250 AMERICAN EAGLE. Never raced, low miles, fire roads only. Kawasaki engine, 2 tanks, 2 pipes, Maguras, conical hubs, everything. Perfect, \$450.00. (805) 967-5257. (21)

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MARTHA DONEY, thanks for the good dinners.

Wes, Sr. 69T (21)

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1971 Honda SL 125. Dirt or street, A-1 condition (never laid on the ground), 1700 miles, \$520.00. Call after 5:30 p.m. (213) 867-1461. Also... helmet included in price. (18/TFN)

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Now those hard to find H-D Baja parts are available at Krizman Engineering & Sales Co. We have genuine H-D parts and accessories in stock for immediate delivery. Racing goodies, porting, and dyno tuning. Write or phone: Kesco, 12990-D Bradford St., Arleta, CA. 91331. (213) 768-2233. (TFN)

1971 Ford 1 Ton Van, "300 Series"

Converted by perfect camper, 27,000 miles, air conditioning, power steering, radio, heater, 4 cu. ft. refrigerator, 3 burner stove with oven, marine toilet, 6 brand new tires, 2 spares, 8 ft. awning, etc., etc. Excellent condition. Blue Book is \$5500.00. Will sacrifice for \$4600.00. (213) 360-8409. (21)

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Pipe with angle iron guard, \$25.00. Barrel, \$30.00. Optional pipe (super high end), \$40.00. Kien carb, \$20.00. (213) 839-9446. (21)

'67 Dodge Van

273 engine rims and tires, sidepipes, 30 gallon tank, shag carpeting, fancy paint job, paneling, \$1675.00. (213) 324-0138. (21)

'71 1/2 BSA MX

Mint condition, fantastic enduro and trail machine. Fast and reliable. See it, you'll like it, \$595.00. (213) 375-2356. (21)

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1970 Ossa 250 Stiletto, excellent condition, \$400.00 or make offer. (213) 630-3001. (21)

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100 top end, Webco head, plastic fenders, knobbies. Beats new 100 Yamahas and Hodakas. Expansion chamber, Uni levers, excellent condition, \$265.00. Ask for Robert (213) 430-7680. (21)

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DUAL disc Honda front wheel complete. Also fits Ceriani, \$125.00. Bill (213) 322-4899. (21)

Super Cheap Greeves

Square barrel 250cc, plastic fenders, needs piston, \$150.00 or best offer. Bell Star near new, 7-1/8, \$35.00. (213) 355-2659. (21)

'73 Yamaha SC 500

Excellent condition. Must see to appreciate. Poway, California. Ask for Charles and make offer. (714) 748-1846. (21)

NEW
CR-250 MX
\$1049.00 total price

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Firecracker Family Enduro July 6th Lucerne Valley M.O.R.E. Benefit

33 mi. of easy trails
Stickies — Finisher Pins
Contingency prizes
\$4.50 single, \$12.50 whole
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in M.O.R.E.)
Send name with 1 S.A.S.E.
to CTR: 7859 Quimby
Canoga Park, CA 91304

Dist. 37 Firecracker Enduro July 7th Lucerne Valley M.O.R.E. Benefit

95 miles; 4 riders per minute
Stickies — Finisher
pins — Trophies
D-37 entry form — entry:
\$7.50 (3 man teams add \$1
each) send with 2 legal size
S.A.S.E. to
CTR: Box 147, Newbury
Park, CA 91320

Info for both events:
213 346-7168
714 639-2666 or
805 497-2057

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Top Gear Buckle	\$59. value	\$39.95
High Lace Cycle	35. value	24.95
Acme Cowboy	25. value	17.95
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Danpost	60. value	34.95
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Add \$2.00 Mail Order plus tax

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SPECIALIZING
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We specialize in Bultaco only
7627 Van Nuys Blvd, Van Nuys, CA 91405
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Open late Mon. & Fri. nights

Attention! Save \$75 cash!

Dale Brown Suzuki will save
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125L** during the month of
May. Bring this ad and your
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Long Beach, CA 90806



Do it for me . . .
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**1973 MX 360's . . .
\$999.00**



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'74 XL-250

\$1056.00

(100 in stock)

Tri City Cycle Center

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the old man.

WES, SR. 69T (21)

'74 Carabela 125

Excellent condition, 10 hours riding time,
\$349.00. (714) 673-6670. (21)

250 Husky '71, 8-Speed

Ported, new piston, desert seat, fast, \$550.00.
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Wanted Velocette 350cc Mac

Rigid model, running, basket or parts. (213)
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'70 CZ 380. SKID PLATE, kick stand,
Konis, Akront rims, folding pegs, good
condition, \$350.00. Phone (213) 920-1384.
(21)

Trail and Trial Riders

Attention

The second edition of ESCAPE BY TRAIL
BIKE is now on sale. Send \$3.50 to Cycle
News, P.O. Box 498, Dept. Chris, Long
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TZ 350

ROB North swingarm, Girling 4610's,
Ferodos, hard-chrome trans., fresh engine,
fairing and gearing included. Extras, Konis,
etc. \$1900. Call Rich (303) 341-6065.
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Can-Am

Street legal enduro models in stock.
Competition Services, 1244 North Gaffey
Street, San Pedro, California. (213) 547-2203.
(20/TFN)

'72 Cotton Trials 175cc

Parts availability excellent. New paint, parts,
workshop manuals, extra parts and rims.
11 1/2" ground clearance, clutch, flywheel,
pullers, \$380.00. (213) 376-6623. (20/3x)

Moving-Sale

'71 Yamaha 250 Enduro — street legal, very
reliable, \$450.00. '71 Yamaha 250 MX —
bars, Konis, 4:00 Barum and other extras,
runs great, \$450.00. '71 Yamaha 175 —
Torque eng. pipe, engine built by Precision
Cycle and more extras, clean and fast,
\$425.00. (213) 378-6945. (21)

'72 C.Z. 250cc, 5 speed, Mikuni, Akronts,
Konis. Must sell, \$495.00. (213) 254-1306.
(19/4x)

Free \$13.95 Jersey

With purchase of Vikings Leathers or Boots at
CAMPBELLS SUZUKI, 14200 Lambert
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(19/TFN)

Kawasaki Motorcycle Store

For Sale

Around \$55,000. Financing available. Contact
Capital Kawasaki, 333 Sandoval, Santa Fe,
New Mexico 87501. Phone (505) 983-9460.
(14/8x)

'72 Husky 125, '72 Yammie 100

Husky, brand new engine, not even broken in,
Flanders bar, P.P. fender, Filtron, tires, mildly
ported. Hauls ass, \$825.00. Yammie, P.P.
fenders, smokes TMs, chrome-moly, \$350.00.
(714) 756-2150. (21)

CZ, Moving, Must Sell!

'72 1/2, 250, hardly ridden, mint condition.
Must see, \$600.00 firm. (213) 479-5674. (21)

Super Chain for Super Bike

Made in U.S.A. Self lubricating and
pre-stretched up to three times the life of a
normal chain. Available now 5/8x3/8 or No.
530. Dealer inquiries invited. House of
Suzuki, P.O. Box 8535, Fountain Valley,
California. (2/TFN)

No Bust \$200.00 Reward

900 Superbowl tickets were stolen from
Superbowl step van in La Mirada on
Wednesday, May 15. Anyone approached by
private party selling tickets, please contact
Glen Baumgartner (213) 944-3931. (20/2x)

Yamaha Swingarms

Chrome-alloy, needle bearing arms with
Mid-Mount shocks. No frame modifications
required on stock MX's. Adds 2" of rear
wheel travel. '74 Enduros MX 250/360/500,
\$85.00. YZ 250/360, \$85.00. Call or write
for information on complete frame kits for all
MX Yamahas. MAYNARD/PROFAB, 13666
Harbor Boulevard, Garden Grove, California.
(714) 530-7340. (13/TFN)

'73, 250 CZ Factory Race Bike

5 speed, motoplat, D.I.D. rims, Konis,
Mikuni, excellent condition, super fast.
\$1100.00 firm. Contact Mike (714)
968-3636. (21)

WANTED: Penton frame, seat, tank, pipe.
Doug (805) 252-6385. (21)

Leathers Needed

One-piece, police type jacket, unlined
competition shirt, jeans or breeches used, but
not abused, quality gear, 40 chest, 32 waist,
31 inseam, 160 pounds, 5'11". (305)
444-8500. (21/2x)

Reward Offered For Whereabouts

of '72 Yamaha DT2-360, license number
8E8763, veh. & eng. ID number RT1100809.
Call (213) 439-1572. (21)

'73 Honda 125 Elsinore

Very clean, leaving area, \$700.00. (213)
324-7300. (21)

'73 Yamaha 125 MX

Excellent condition, ridden only by my girl
friend, \$450.00. (213) 896-5058. (21)

* This Yamaha JT2MX Mini *

Fast and dependable — plastic fenders, tank,
levers, Filtron, chamber, carb., head, ported,
etc., etc. \$300.00 or offer. (213) 322-0480.
(21)

\$250 Reward

for information leading to the recovery of a
new '73 — 175 HUSKY, S/N MK 07230 and a
new '74 HUSKY S/N MK 09507, stolen early
AM 5/14/74 in Burbank. All information
strictly confidential. Call (213) 842-3280.
(21)

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parts for 1946 Ariel single. Send SSAE for
prompt reply. Jerry Stageberg, 1920
Fagerness Pt. Rd., Wayzata, Minnesota 55391.
(612) 471-9277. (21/3x)

'70 Montesa 5 Speed Capra

Original condition and electronic ignition.
Must sell, \$400.00. Green stickie. (213)
793-2855. (21)

'71 Honda SL 100

Excellent condition, street or dirt, \$325.00.
Call after 5:00 (714) 839-0217. (21)

'73 1/2 Yamaha 100 MX

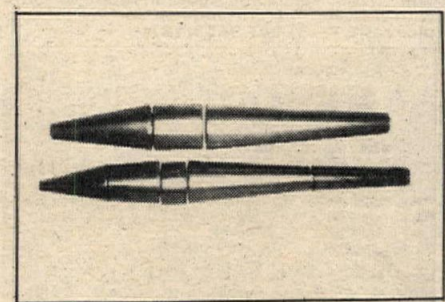
PMC tank, Petty fenders, cross 4 heavy duty
spokes, Akronts, 21" front. Never any engine
trouble, year old, just bored, it's full race.
\$450.00 or best offer. Also have Mini-Yamaha
— B.W. yellow leathers, size 14. (714)
830-2255. (21/3x)

250 Husky Reed Valve

Make that 250 a rocket. Complete installation
(parts and labor), \$100.00. Kit only for Bing
carb., \$36.50. Kit only for Mikuni carb.,
\$30.00. Malcolm Smith's K&N Motorcycles,
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Example: 450cc through 750cc, lowest, \$59.
Highest, \$76. Phone or write for application.
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Insurance Agency, Box 4215, Inglewood,
California 90309. (16/11x)



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20 Ga. steel rolled and seam spotwelded ready
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675-5290. (TFN)

LONNIE McCOWN, thanks for the
Invaders pits.

WES, SR. 69T (21)

Elsinore 250, '73 1/2

6" ply, Cheng Shin, never raced, and only
ridden 5 times. \$900.00 or best offer. Call
(213) 869-6552 after 5:00 p.m. (10/TFN)

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\$90.00. (213) 322-7811. (21)

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10 inch wheels, 19mm carb., Arnaco shocks,
extended and reinforced frame, swingarm,
foot pegs and handlebars, Tomaselli throttle,
Oury grips, new knobies, chain and
sprockets. Super trick clutch with super trick
XYZ engine, etc., etc., etc. Set up by Allied
Cycle. Over \$1300.00 invested, first \$475.00
will steal it. (213) 360-8409. (21)

Wanta Honda?

Here it is. 1972 CB 350 for \$600.00 or take a
1972 CB 500 for only \$1175.00. Call after 5
(714) 626-3218. (18/TFN)

'72 1/2, 250 Yamaha MX

Not ridden for 6 months, excellent condition,
15 miles on top and bottom ends, Filtron,
34mm, very fast, reliable. Ask for Mark (213)
728-1594. \$425.00 or offer. (21)

'73 Yamaha 360 MX

Excellent condition, desert or Moto-X. Clean,
reliable, plus extras. Must sell, \$650.00. (213)
371-4803. (21)

400 HUSKY SEMI CLOSE 5 speed.
Complete new engine and trans, clutch, rod
assembly, new gears, A&A fenders, Filtron, 1
ride on new engine, \$775.00. (213) 531-7328.
(21)

1973 DKW. HEAVY SPRINGS on
springer, E.C. porting and head and pipe
(silenced). Konis, Petty fenders, D.I.D. rim
(rear), aluminum sprocket, X4 F&R, \$500.00.
(213) 469-7087. (21)

'73 GS Monark, Very Fast, \$650

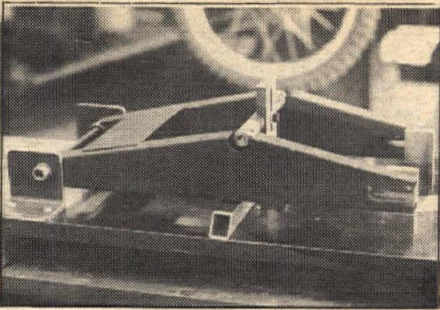
Emier porting and pipe, Koba kit, Rahm
plastic, full floating rear brake, 30mm Bing,
Konis, PMC tank, extended swingarm. (213)
674-4689. (21)

'72 CZ 400 Elsinore 250

CZ-Konis, Akront, Bassani, Mikuni, plastic
fenders/tank. Asking \$695.00. CR250M
better than new/many extras. Asking
\$840.00. (213) 821-7598. (21)

Can-Am

SALES, SERVICE, PARTS, COMPETITION SERVICES, INC., 1244 No. Gaffey St., San Pedro (213) 547-2203. (21/TFN)



Husqvarna Swingarm

Monocoque construction, center shock location, travel from 4130 aircraft sheet steel, adds +2" travel axle kits — aluminum spacers and locknuts available, stock frame modifications. (213) 780-2642. (21/2x)

1972 1/2 Husqvarna 450 WR

Ridden only a few times, excellent condition. Arnacos, Maguras, and many other goodies. \$1000.00. Call after 6:00 p.m. (213) 865-3056. (21)

'71 Yamaha 60 MX

Trick plastic parts, up and down pipes, high comp. head, plus many extras. Plus new helmet. Evenings (213) 463-9870. \$200.00 or offer. (21)

CZ 250 Parts Swap

Will trade electronic ignition and Akronts with heavy X-4 front and rear for stock items plus cash. (213) 943-9683. (21)



Indian MX 80

All modified by Triumph-Suzuki, shocks moved up, ported cylinder, ported cases, 6 hours on engine, CDI, JH cleansweep, Boges. Too much other stuff to list, not for beginners. (714) 623-2857. (21)

'72 CZ 400, 13 Months Old

Very clean, well taken care of. Mikuni, plastic fenders, DID rim, Filtron, PMC tank, new chain, Konis, alloy rear sprocket. Make offer. (714) 534-8830. (21)

1973, 125 PENTON, ported by Mettco, 28mm carb., more. Super clean, fast, reliable, \$575.00. (213) 780-7398. (21)

'71, 400 CZ. MIKUNI carb., Uni levers, Akronts, very clean, never raced. (213) 883-0734. (21)

'73, 380 Greeves Griffon, \$875

Ceriani forks, 10 hours on bike. Looks and runs like new. (213) 340-6749. (21/2x)

WANTED—Good, sprung, 4 rail, large wheel trailer. Would consider 3 rail. Clay days, (213) 933-5556, eve. (213) 320-2609. (21)

Yamaha 125 MX '71 1/2

Plastic tank, fenders, levers, down pipe, new 350x18 rear knobby, clean, extras, \$350.00. Also Hodaka, BSA and Triumph parts. Also Mikuni carbs. (213) 865-2946. (21)

WANTED: Maico 250, '71 or later. Have little money. "Mike" (805) 688-5247. (21)

'73 Honda Elsinore 125

Excellent condition, fast, completely stock, ready to be raced! \$725.00. Mike Guin, 7225 Clybourn, Sun Valley, California 91352. (21)

For Sale

'71 Bultaco 250 Pursang frame, \$40.00. Seat, \$5.00. Front wheel, \$5.00. Telescope forks, \$40.00. Boge shocks, \$10.00. Wanted: Greeves MX tank. Call (213) 541-6261. (21)

'72 1/2 Bultaco Pursang 250

Good condition, engine reliable, stock, but fast. Must sell before summer school begins. \$585.00/best offer. Please leave message (213) 545-1837 or (213) 645-2256. (21)

'74 Honda Trials TL 125

Ridden 3 tank fulls. 4 weeks old. Can't tell difference from showroom model! Mechanically perfect, \$625.00. (213) 697-0938. (21)

'72 SL100 Honda

Excellent condition, 90 MPG, new back knobby, street legal, \$350.00. (213) 836-3114. (21)

Be A Winner On A

'73 Kawasaki factory 350. Ported and blue printed. Mounted in Dallas Baker frame, Botor forks, Curnutt shocks, D.I.D. rims, all new cables and levers, new Petty's and new Modesett pipe. Call after six (714) 642-7698. (21)

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Small play racer, 1972 with flat bars and extra set of tires. \$450.00 or trade for really fine Metralia or funky British single or street sidehack or (?). El Cheapo Grande. (213) 439-8239. (21/TFN)

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Made in U.S.A. Three lubricating and pre-stretched out to self timing the life of a normal chain. Available now 5/8x3/8 or No. 530. Dealer inquiries invited. House of Suzuki, P.O. Box 8535, Fountain Valley, Ca. (2/TFN)

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'72, 125 Bultaco

Trick plastic parts, 2 tanks, skid plate, Mikuni, plastic levers, padded seat, Circle Industry sprockets, Honda seals, excellent condition. Must sacrifice, \$475.00. (714) 828-5691. (21)

'72 CZ 250, Cherry

Bike has \$2,000 invested in it. Must sacrifice, only \$675.00. Plastic parts, Konis, 34 Mikuni, R/R Akronts, factory pipe, and ported. (714) 828-5691. (21)

'73 Yamaha 250 Professional MX

Has porting by Revell, high and low pipes, fork kit, Jones Y.Z. tank, Konis, alloy bars, Filtron, brand new back tire. Complete engine, just rebuilt, receipts to prove it. Fast as any 250 and some 360s, \$800.00. Please only serious inquiries. (213) 698-6684. (21)

Yamaha 360 MX '73

Like new, Konis, S&W fork springs, new Cheng Shin tires, \$750.00. (213) 842-1938. (21)

'73, 400 CZ

4 months old, ridden 2 times, alloy tank, D.I.D. rims, Mikuni, Curnutt shocks, Fem ignition, 4:50x18, excellent condition. Best offer takes. (213) 373-7609. (21)

1974 TM125 Suzuki, \$625

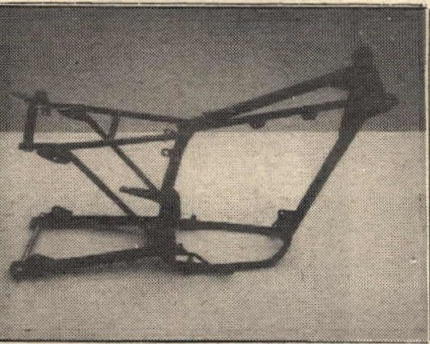
3 months old, great condition, reliable. Getting bigger bike. Lakewood (213) 425-9855. (21)

'74 Yamaha 125 MX

Many extras, cherry, never been raced, \$550.00. Must sell! (213) 398-7341. (21)

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\$20.00 per set. Will buy used up Konis. Have special racing shock oil. Factory shock coolers. (G.G. Chaplin, 61 Fifth St., Cayucos, Calif. 93430.) (805) 995-3462. (21/2x)



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Will trade for street cycle, 250 or bigger. Must see. (213) 326-0668. (21)

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In the Lake Tahoe, northern Nevada area. Smog free and beautiful. Selling European dirt bikes and English road bikes. Very reasonable — terms. (702) 747-3932. (21)

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'71 D.K.W. 100

5 ported, polished, milled head, trick piston, Filtron, torque pipe and bars, Curnutt-R, Arnacos-F, Diamond chain, P.P., Peanut tank, stock tank, many extras, super clean, \$500.00. (213) 345-8249. (21)

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Operate power tools from your vehicle alternator. Up to 3000 watts, 60 Amps. Weld, drill, saw, most 110V appliances. Similar unit cost, 15-30 dollars, plus installation. Build your own for about five bucks. Easy complete details. No special tools. For complete instructions, send \$3.00, name, address. Beamer Co., Box 6222, Buena Park, California 90620. (21)

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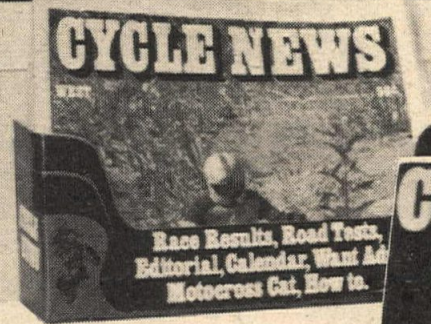
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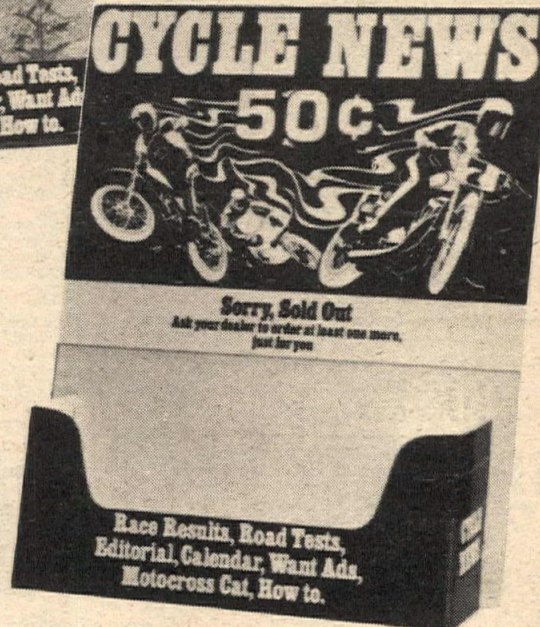
Cycle News West, (213) 427-7433
Box 498, Long Beach, Calif. 90801

Cycle News East, (404) 934-7850
Box 805, Tucker, Georgia 30084

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before



after

Cycle News West/Central/East

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New in crate — '73, 125 CZ, yellow tank, \$695; '74, 250 CZ, red tank, \$895; '74, 250 CZ, gray tank, \$1195; '74, 300 CZ, blue tank, \$1095; '74, 400 CZ, gray tank, \$1295. Limited supply. Ship anywhere in U.S. Ask for details on 50% discount of extras with purchase of new m/c. (213) 772-1647.

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LeBard & Underwood — 321 E. Imperial Hwy., La Habra, phones 714-879-8252 or 713-691-0553. Sales,

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